Agenda

Regular Meeting of the Governing Body
April 30, 2025 at 4:30 PM
City Council Chambers, City Hall
200 Lincoln Avenue

Procedures for Governing Body Meeting

Viewing: Members of the public may view the meeting through the Government Channel on Comcast Channel 28 and Comcast HD928 or may stream the meeting live on the City of Santa Fe's YouTube channel. The YouTube live stream can be accessed from most smartphones, tablets, or computers.

The video recording of this and all past meetings of the Governing Body will also remain available for viewing at any time on the City's YouTube channel. Staff is available to help members of the public access pre-recorded Governing Body meetings online at any time during normal business hours. Please call 955-6521 for assistance.

Radio Broadcast: The meeting can be heard on radio station KSFR 101.1.

Written Public Comment: Members of the public may submit written comments on legislation by clicking this link: https://santafenm.gov/city-clerk-community-engagement/city-clerk-1/governing-body-public-comment

Live Public Comment: Members of the public may provide public comment in person during Petitions from the Floor, Public Comment, Final Action on Legislation, or Public Hearings.

Virtual Public Comment: To provide public comment during Petitions from the Floor, Public Comment, Final Action on Legislation, or Public Hearings virtually, you must join the Zoom meeting by internet or phone, using the following link: https://santafenm-gov.zoom.us/j/86458502462

- Internet: Join the Zoom meeting on the internet using a computer, laptop, smartphone, or tablet. Attendees should use the "Raise Hand" function to be recognized by the Mayor to speak at the appropriate time.
- Phone: To join the Zoom meeting using a phone, use the following phone numbers and Webinar ID: US: 1 (346) 248-7799 - Webinar ID: **864 5850 2462**. Phone attendees should press *9 to use the "Raise Hand" function to be recognized by the Mayor to speak at the appropriate time.

1. Recognition

    a. Proclamations

        - Elevate the Spectrum Day
        - Cecilia Rios Day
        - Vitalia Maestas Garcia Day

2. Call to Order

3. Pledge of Allegiance

    a. Councilor Michael Garcia

4. Salute to the New Mexico Flag

    a. Councilor Faulkner

5. Invocation and Rememberances

    a. Councilor Cassutt

6. Roll Call

7. Approval of Agenda

8. Approval of Consent Agenda

9. Presentations

    a. Water and Wastewater Division Increased Revenue Requirements. (Jesse Roach, Interim Public Utilities Department Director; jdroach@santafenm.gov)

    b. Downtown Employer Permit Program Pilot Update. (Steve Kaspan, Parking Division Director; spkaspan@santafenm.gov)

10. Action Items: Consent Agenda

    a. Request for Approval of the April 9, 2025, Regular Governing Body Meeting Minutes. (Geralyn Cardenas, Deputy City Clerk; gfcardernas@santafenm.gov)

        Committee Review:
        Governing Body: 04/30/2025

    b. Request for Approval of Liquor Hearing Officer's Recommendation to Approve the Request from J&J Retirement, LLC dba Joe's Dining & Pizza for a Restaurant B (Beer, Wine & Spirits) Liquor License with On-Premises

Consumption Only with Patio Service. (Julie Rasmussen, Administrative Assistant; jkrasmussen@santafenm.gov)

Committee Review:
Liquor Hearing: 04/22/2025
Governing Body: 04/30/2025

c. Request for Approval of Liquor Hearing Officer's Recommendation to Approve the Request from National Dance Institute of New Mexico (NDI) for a Waiver of the 300-Foot Location Restriction and Approval to Allow the Dispensing/Consumption of Alcoholic Beverages at the NDI Dance Barns, 1140 Alto Street, which is Within 300 Feet of Aspen Community Magnet School, 450 La Madera Street and La Comunidad de Los Ninos Head Start, 1121 Alto Street, for NDI New Mexico's 2025 Annual Gala to be Held on Saturday, May 3, 2025, with Alcohol Service from 4:00 P.M. to 11:00 P.M. (Xavier Vigil, Assistant City Clerk; xivigil@santafenm.gov and Geralyn Cardenas, Deputy City Clerk; gfcardenas@santafenm.gov)

Committee Review:
Liquor Hearing: 04/22/2025
Governing Body: 04/30/2025

d. Request for Approval of Amendment No. 1 to Construction Contract Item #25-0013 with B&D Industries, Inc. to Increase Compensation by $11,363 for a New Total of $488,380 Including NMGRT for Southside Library HVAC Replacement. (Spencer Schwartz, Public Works Project Manager II, smschwartz@santafenm.gov)

Committee Review:
Public Works and Utilities Committee: 04/21/2025
Finance Committee: 04/28/2025
Governing Body: 04/30/2025

e. Request for Approval of a Construction Contract with B&D Industries, Inc. in the Total Amount of $5,409,375 Including NMGRT for On-Call Electrical Services through June 30, 2029. (Joshua Bohlman, Public Works Project Manager, jbohlman@santafenm.gov)

Committee Review:
Public Works and Utilities Committee: 04/21/2025
Finance Committee: 04/28/2025
Governing Body: 04/30/2025

f. Request for Approval of the Capital Appropriation Project Agreement C5243321 with the New Mexico Department of Transportation for the St. Michael's Drive Rail Trail Underpass in the Total Amount of $100,000 with a Reversion Date of June 30, 2028. (Romella Glorioso-Moss, Capital Projects

Manager; rsglorioso-moss@santafenm.gov)

1. Request for Approval of a Budget Amendment Resolution (BAR) to Allocate $100,000 from the Capital Appropriation Grant to Complete Streets Revenue and WIP Design for the St. Michael's Drive Rail Trail Underpass Project.

Committee Review:
Public Works & Utilities Committee: 04/21/2025
Finance Committee: 04/28/2025
Governing Body: 04/30/2025

g. Request for Approval of a Transportation Project Fund Grant Agreement with the New Mexico Department of Transportation in the Total Amount of $2,300,000 to Construct the Buckman Road Pavement Reconstruction Project Identified as HW2LP50060 through June 30, 2027. (Romella Glorioso-Moss, Complete Streets Capital Projects Manager; rsglorioso-moss@santafenm.gov)

1. Request for Approval of a Budget Amendment Resolution (BAR) to Allocate Grant Proceeds of $2,185,000 and Local Matching Funds of $115,000 from the Impact Fee Road Fund to FY 2025 Revenue and Expenses for the Construction of the Buckman Road Pavement Reconstruction Project.

Committee Review:
Public Works & Utilities Committee: 04/21/2025
Finance Committee: 04/28/2025
Governing Body: 04/30/2025

h. Request for Approval of a Construction Contract with TLC Santa Fe, LLC for the Replacement of HVAC System at the Santa Fe Regional Airport in the Total Amount of $404,288.03 Including NMGRT for a One-Year Term. (Sebastian Gallegos, Project Administrator; sfgallegos@santafenm.gov)

Committee Review:
Public Works and Utilities Committee: 04/21/2025
Finance Committee: 04/28/2025
Governing Body: 04/30/2025

i. Request for Approval of a Budget Amendment Resolution (BAR) in the Total Amount of $119,949 from Wastewater Fund Balance to Repair and Maintenance System Equipment for the Paseo Real Wastewater Treatment Plant. (Leroy Alvarado, WW Management Division Operations Supervisor: lmalvarado@santafenm.gov and Michael Dozier, WW Management Division Director; mldozier@santafenm.gov)

Committee Review:
Public Works and Utilities Committee: 04/21/2025

Finance Committee: 04/28/2025
Governing Body: 04/30/2025

j. Request for Approval to Purchase of a Filter Replacement for the Wastewater Treatment Plant for a Total Amount of $320,215 with Parkson Corporation. (Leroy Alvarado, WW Management Division Operations Supervisor: lmalvarado@santafenm.gov and Michael Dozier, WW Management Division Director: mldozier@santafenm.gov)

1. Request for Approval of a Budget Amendment Resolution (BAR) in the Total Amount of $320,215 from the Wastewater Fund Balance to Equipment & Machinery.

Committee Review:
Public Works and Utilities Committee: 04/21/2025
Finance Committee: 04/28/2025
Governing Body: 04/30/2025

k. Request for Approval of Professional Service Agreement with Intera, Inc. to Provide Regulatory Groundwater Monitoring, Soil Vapor Monitoring, and Other Environmental and Engineering Services for Frank Ortiz Park Landfill in the Total Amount of $1,298,250 for a Four-Year Term. (Sandra Gabaldon, Environmental Compliance Specialist: sgabaldon@santafenm.gov)

Committee Review:
Public Works and Utilities Committee: 04/21/2025
Finance Committee: 04/28/2025
Governing Body: 04/30/2025

l. Request for Approval of Amendment No. 1 to Item #23-0509 with AECOM Technical Services Inc. to Remove the Fiscal Year Compensation Amount Limits and Increase Compensation by $4,759,625 for a New Total Amount of $8,000,000 for Services Related to Dams and Geotechnical Engineering and General Engineering. (John Del Mar, Engineering Supervisor; jpdelmar@santafenm.gov)

Committee Review:
Public Works and Utilities Committee: 04/21/2025
Finance Committee: 04/28/2025
Governing Body: 04/30/2025

m. Request for Approval of Grant Agreement from the New Mexico Department of Health in the Amount of $818,387.10 for a Coordinated Community Response to Community Violence to Include but not Limited to Youth Violence and Gun Violence. (Julie Sanchez, Youth and Family Services Division Director;

jjsanchez@santafenm.gov)

1. Request for Approval of a Budget Amendment Resolution (BAR) to Budget $818,387.10 into FY25 Revenue and Expenses for a Coordinated Community Response to Community Violence.

Committee Review:
Quality of Life Committee: 04/23/2025
Finance Committee: 04/28/2025
Governing Body: 04/30/2025

n. Request for Approval of a Construction Contract with GM Emulsion LLC in the Total Amount of $3,314,913.68 Including NMGRT for the Construction of S100370 Agua Fria and Cottonwood Drive Intersection Improvements Project (Romella Glorioso-Moss, Complete Streets Capital Projects Manager, rsglorioso-moss@santafenm.gov)

Committee Review:
Public Works & Utilities Committee: 04/21/2025
Finance Committee: 04/28/2025
Governing Body: 04/30/2025

o. Request for Approval of a Budget Amendment Resolution (BAR) in the Amount of $2,925,700 to Increase Various Org and Objects Using FY25 Available Revenue in Excess of Budgeted Expenditures. (James Harris, Airport Director, jcharris@santafenm.gov; Kelly Bynon, Administrative Manager, kabynon@santafenm.gov)

Committee Review:
Public Works and Utilities Committee: 04/21/2025
Finance Committee: 04/28/2025
Governing Body: 04/29/2025

p. Request for Approval of a Budget Amendment Resolution (BAR) in the Amount of $255,000 from Parking Enterprise Fund Balance to Parking WIP Construction, Data Processing Equipment, and Vehicles for Repaving Water Street Parking Lot, Railyard Garage Security Cameras, and an Electric Truck. (Steve Kaspan, Parking Division Director; spkaspan@santafenm.gov)

Committee Review:
Public Works and Utilities Committee: 04/21/2025
Finance Committee: 04/28/2025
Governing Body: 04/30/2025

q. Request for Approval of Amendment No. 2 to Professional Services

Agreement Item #21-0522 with FCS Group, to Increase the Compensation by $60,000 for a New Total Amount of $696,052 Including NMGRT and to Extend the Term to October 1, 2025, for Rate Model Support On-Call Financial Services. (Sean Moody, Capital Projects Manager; sxmoody@santafenm.gov)

Committee Review:
Public Works and Utilities Committee: 04/21/2025
Finance Committee: 04/28/2025
Governing Body: 04/30/2025

r. Request for Approval of a Budget Amendment Resolution (BAR) in the Total Amount of $90,000 Into FY25 Revenue and Expenses for Transitional Housing and Shelter Facilities for Victims of Domestic Violence. (Julie Sanchez, Youth and Family Services Division Director; jjsanchez@santafenm.gov)

Committee Review:
Quality of Life Committee: 04/23/2025
Finance Committee: 04/28/2025
Governing Body: 04/30/2025

s. Request for Approval of Amendment No. 1 to Item #24-0582 with Wells Fargo Bank to Extend the Term of the Master Banking Services Agreement through September 26, 2034. (Emily K. Oster, Finance Director; ekoster@santafenm.gov and Clarence Romero, Treasury Officer; clromero@santafenm.gov)

Committee Review:
Finance Committee: 04/28/2025
Governing Body: 04/30/2025

t. CONSIDERATION OF RESOLUTION NO. 2025____. (Councilor Jamie Cassutt and Councilor Pilar Faulkner)
A Resolution Authorizing and Directing the Widening of Zia Road to Accommodate a Necessary Deceleration Lane, Using Adjacent, Unimproved Land Comprising Approximately One Percent (1%) of Candelero Park, on its Far Northern Boundary; and Directing the City Manager to Designate an Agent to Apply for a Lot Line Adjustment and Any Other Administrative Steps Required as the Governing Body's Agent. (Rebecca Mnuk-Herrmann, Assistant City Attorney; ramnukherrmann@santafenm.gov)

Committee Review:
Governing Body (Introduced): 04/09/2025
Public Works and Utilities Committee: 04/21/2025
Quality of Life Committee: 04/23/2025
Governing Body: 04/30/2035

u. CONSIDERATION OF RESOLUTION NO. 2025____. (Councilor Alma Castro)
A Resolution Authorizing the Sale and Consumption of Beer and Wine During the

Railyard Plaza Summer Scene Concerts Sponsored by the International Folk Art Market on July 9, 10, and 11, 2025, Pursuant to Subsection 23-6.2(C) SFCC 1987. (Andréa Salazar, City Clerk; asalazar@santafenm.gov)

Committee Review:
Governing Body (Introduction): 04/09/2025
Quality of Life Committee: 04/23/2025
Governing Body: 04/30/2025

v. CONSIDERATION OF RESOLUTION NO. 2025____. (Councilor Carol Romero-Wirth, Councilor Signe Lindell, Councilor Jamie Cassutt, and Councilor Alma Castro)
A Resolution Establishing a Plan for Use of Budgeted Funds to Study Hiring Council Staff. (Marci Eannarino, Legislation and Policy Innovation Manager; maeannarino@santafenm.gov)

Committee Review:
Governing Body (Introduced): 04/09/2025
Quality of Life Committee: 04/23/2025
Finance Committee: 04/28/2025
Governing Body: 04/30/2035

w. CONSIDERATION OF RESOLUTION NO. 2025-___. (Mayor Alan Webber, Councilor Jamie Cassutt, Councilor Amanda Chavez)
A Resolution Making a Finding of Necessity and Designating an Area Comprised of a Majority of the Midtown Local Innovation Corridor Overlay District as a Metropolitan Redevelopment Area. (Daniel Hernandez, Director of Metropolitan Development Agency; dahernandez@santafenm.gov and Carly Vendetti, Asset Development Manager, Metropolitan Development Agency; cavenditti@santafenm.gov)

Committee Review:
Governing Body (Introduced): 03/26/2025
Economic Development Advisory Committee: 04/02/2025
Quality of Life Committee: 04/02/2025
Public Works and Utilities Committee: 04/21/2025
Finance Committee: 04/28/2025
Governing Body: 04/30/2025

x. CONSIDERATION OF RESOLUTION NO. 2025____. (Councilor Signe Lindell)
A Resolution Correcting the Required Permit Named for Resolutions 2025-16, Regarding the Movies in the Park Event Series; and 2025-23, Regarding the Summer Scene Concert Event Series, Changing Each from a Special Dispenser Permit to a Public Celebration Permit. (Andréa Salazar, City Clerk; asalazar@santafenm.gov)

Committee Review:
Governing Body (Introduced): 04/09/2025
Quality of Life Committee: 04/23/2025
Governing Body: 04/30/2025

y. CONSIDERATION OF RESOLUTION NO. 2025____. (Councilor Alma Castro, Councilor Signe Lindell, Councilor Michael Garcia)

A Resolution Amending the Immigration Committee's Purpose and Membership. (Marci Eannarino, Legislation and Policy Innovation Manager; maeannarino@santafenm.gov)

Committee Review:
Governing Body (Introduced): 04/09/2025
Immigration Committee: 04/14/2025
Quality of Life Committee: 04/23/2025
Governing Body: 04/30/2025

11. Action Items: Discussion Agenda

12. Matters from the City Manager

13. Matters from the City Attorney

    a. EXECUTIVE SESSION

    In Accordance with the New Mexico Open Meetings Act, NMSA 1978, Section 10-15-1, Subparts (H)(7) and (8), Attorney-Client Privileged Discussion of Pending and Threatened Litigation, Through a Quarterly Litigation Update, Including, but Not Limited to, Discussion of Threatened Litigation in the Matter of the Estate of Dorothy Stevens; *Hill et. al vs. City of Santa Fe*, A-1-CA-42062, *Education Retirement Board vs. City of Santa Fe*, D-101-CV-2024-02691*, Throne, et al v. Governing Body of the City of Santa Fe/Amestoy*, D-101-CV-2024-00892 and *City and County of San Francisco et al. vs. Trump*, 25-cv-01350-WHO; and discussion of Disposition of Property Known as Las Estrellas Tract 6a. (Erin K. McSherry, City Attorney: ekmcsherry@santafenm.gov)

14. Executive Session Action Items

    a. Approval of Attorney-Client Privileged Recommended Strategy/Next Steps in the Matter of Threatened Litigation Regarding the Estate of Dorothy Stevens.

    b. Approval of a Settlement Agreement Resolving the Plaintiffs' Appeal of the District Court Decision in Throne, et al v. Governing Body of the City of Santa Fe/Amestoy, D-101-CV-2024-00892.

15. Matters from the City Clerk

16. Communications from the Governing Body

17. Introduction of Legislation

    a. CONSIDERATION OF RESOLUTION NO. 2025-__. (Councilor Jamie Cassutt and Councilor Signe Lindell)
    A Resolution Authorizing the Sale and Consumption of Beer, Wine, and Cider

During the Santa Fe PRIDE Festival on June 28, 2025, in a Beer, Wine, and Cider Garden Adjacent to 100 S. Lincoln Avenue, Pursuant to Section 23-6.2(C) SFCC 1987. (Andréa Salazar, City Clerk; asalazar@santafenm.gov)

Committee Review:
Governing Body (Introduced): 04/30/2025
Quality of Life Committee: 05/07/2025
Governing Body: 05/14/2025

b. CONSIDERATION OF BILL NO. 2025-11. ADOPTION OF ORDINANCE NO. 2025__. (Councilor Carol Romero-Wirth, Mayor Alan Webber)
A Bill Updating the Rates and Fees for Wastewater Utility Services. (Jesse Roach, Interim Public Utilities Director; jdroach@santafenm.gov)

Committee Review
Governing Body (Introduced): 04/30/2025
Governing Body (Public Comment): 05/14/2025
Public Works and Utilities Committee: 05/19/2025
Finance Committee: 06/09/2025
Governing Body (Public Hearing): 06/11/2025

18. Petitions from the Floor

19. Public Comment on Bills (First Public Comment, No Action)

20. Final Action on Legislation (Public Hearing)

21. Public Hearings (Land Use Cases, Appeals and Other Items Required to Have a Public Hearing)

    a. CONSIDERATION OF BILL NO. 2025-8. ADOPTION OF ORDINANCE NO. 2025-____.
    A Bill Rezoning an Approximately 2.50-ACRE Tract of Land Located at 214 Camino de Los Marquez, from R-21 PUD (Residential Twenty-one [21] Dwellings Per Acre, Planned Unit Development) to R-29 (Residential Twenty-Nine [29] Dwellings Per Acre) (Case No. 2024-8898).

    b. **Appeal # 2025-9812-APPL of Case # 2024-9478-HDRB.** Property Owner Miriam Leth Espensen and Agent Stefanie Beninato Appeal the Historic Districts Review Board's December 10, 2024, Decision Denying a Request for an Exception to Exceed the 4'6" Maximum Allowable Height by 1'2" for a Fence in Front of a Contributing House in the Downtown and Eastside Historic and Business Capital Districts. (Frank Ruybalid, Assistant City Attorney; feruybalid@santafenm.gov)

22. Appointments

    a. Pro Tem Judge

        - David Thomas

    b. Arts Commission

        - Heidi Brandow - Appointment - Filling an Unexpired Term Ending 10/2026
        - Erin De Rosa - Appointment - Filling an Unexpired Term Ending 10/2026
        - Hernan Gomez - Appointment - Term Ending 10/2026
        - Karina Hean - Appointment - Term Ending 10/2026
        - Mayrah Udavardi - Appointment - Term Ending 10/2026

23. Adjourn

Closed captions are provided for this meeting. Persons with disabilities in need of additional accommodations, contact the City Clerk’s office at 505-955-6521, five (5) working days prior to meeting date.

Office of the Mayor

Official Proclamation of the City of Santa Fe

Bando Oficial de la Villa Real de Santa Fé de San Francisco de Asís Nuevo México

WHEREAS, disability is a natural part of the human experience, and individuals with developmental disabilities, including autism spectrum disorder, deserve the right to live independently, make choices, and fully participate in all aspects of society; and

WHEREAS, the CDC reports that 1 in 36 children in the United States—including nearly 15,000 in New Mexico—and approximately 2% of New Mexican adults are diagnosed with autism; and

WHEREAS, many individuals with autism are nonverbal or may become nonverbal during high-stress or emergency situations, making communication support crucial during first response interactions; and

WHEREAS, Elevate the Spectrum was founded in 2021 to support first responders by providing tools and resources to better engage with individuals on the autism spectrum, including the creation of Hero Bags—kits containing sensory tools, communication boards, and other vital resources; and

WHEREAS, Elevate the Spectrum continues to supply Hero Bags to New Mexico State Police, Santa Fe Police and fire and rescue departments, and school resource teams to improve safety, awareness, and accessibility; and

WHEREAS, the City of Santa Fe recognizes the need for ongoing education, advocacy, and inclusion to build a community where individuals of all abilities feel supported and safe.

NOW, THEREFORE, I, ALAN WEBBER, MAYOR OF THE CITY OF SANTA FE NEW MEXICO DO HEREBY PROCLAIM, WEDNESDAY APRIL 30, 2025, AS

"ELEVATE THE SPECTRUM DAY"

Promulgada en el Ayuntamiento, el día
treinta del mes de abril del año 2025
Done at City Hall, this 30th day of April 2025

Witness my hand: _____
Alcalde/Mayor

Office of the Mayor

Official Proclamation of the City of Santa Fe

Bando Oficial de la Villa Real de Santa Fé de San Francisco de Asís Nuevo México

WHEREAS, Cecilia Rios, a member of one of Santa Fe's most generous and community-minded families, has served our city with distinction as both a citizen and a public official; and

WHEREAS, in 1989, Cecilia began her service on the Design Review Board—now known as the Historic Design Review Board (HDRB)—an important body that has guided Santa Fe's preservation efforts for more than 67 years; and

WHEREAS, Cecilia volunteered on the board for more than three decades, including serving as Chair, offering her leadership, insight, and unwavering commitment to the city's historic values; and

WHEREAS, through her deep appreciation for Santa Fe's Historic Ordinance, she has played a vital role in protecting and celebrating the city's internationally recognized architectural heritage and 400-year-old cultural legacy; and

WHEREAS, Cecilia's integrity, intelligence, compassion, and leadership have made her an invaluable figure in our community and a role model for civic dedication; and

WHEREAS, she has been a true steward of Santa Fe's identity, helping to preserve the city's beauty, history, and spirit for future generations.

NOW, THEREFORE, I, ALAN WEBBER, MAYOR OF THE CITY OF SANTA FE NEW MEXICO DO HEREBY PROCLAIM APRIL 30, 2025, AS

"CECILIA RIOS DAY"

Promulgada en el Ayuntamiento, el día
treinta del mes de abril del año 2025
Done at City Hall, this 30th day of April 2025

Witness my hand: _____
Alcalde/Mayor

Office of the Mayor

Official Proclamation of the City of Santa Fe

Bando Oficial de la Villa Real de Santa Fé de San Francisco de Asís Nuevo México

WHEREAS, Mrs. Vitalia Maestas Garcia—affectionately known as "Vita" and fondly called "La Abuelita" of Gomez Road—celebrated her 90th birthday on March 3, 2025, officially joining the distinguished nonagenarian circle of Santa Fe; and

WHEREAS, born in 1935 in Maes, New Mexico, Vita was raised on a rural homestead by her parents, Domingo "Sunday" Maestas, a stone mason, and Trinidad Maestas, a homemaker, alongside her sisters Mary and Precidas; and

WHEREAS, in 1956, Vita and her husband Frank Garcia moved to Gomez Road, where they raised seven children. After Frank's passing in the 1980s, Vita continued to raise her family with strength and grace while working nearly 24 years for the New Mexico Highway Department—walking five miles roundtrip daily to her job; and

WHEREAS, she is the proud matriarch of 24 grandchildren, 17 great-grandchildren, and 4 great-great-grandchildren, and continues to bring joy through her famous cooking, including her cherished sopapillas, red chile with pork, and chicharrónes; and

WHEREAS, Vita remains active and vibrant—walking a mile a day, tending to her garden and peach tree, dressing up for senior center events, and dancing with unmatched enthusiasm to country music; and

WHEREAS, she is beloved throughout Santa Fe for her warmth, hospitality, and zest for life, famously saying, "I love the people in Santa Fe! I have so many friends here. I love the beautiful trees and flowers"; and

WHEREAS, we honor and celebrate Mrs. Vitalia Maestas Garcia for her 90 years of love, resilience, and inspiration, and express our deepest gratitude for the joy and strength she brings to the heart of our city.

NOW, THEREFORE, I, ALAN WEBBER, MAYOR OF THE CITY OF SANTA FE NEW MEXICO DO HEREBY PROCLAIM, April 30, 2025, AS

"VITALIA MAESTAS GARCIA DAY"

Promulgada en el Ayuntamiento, el día
treinta del mes de abril del año 2025
Done at City Hall, this 30th day of April 2025

Witness my hand: _____
Alcalde/Mayor

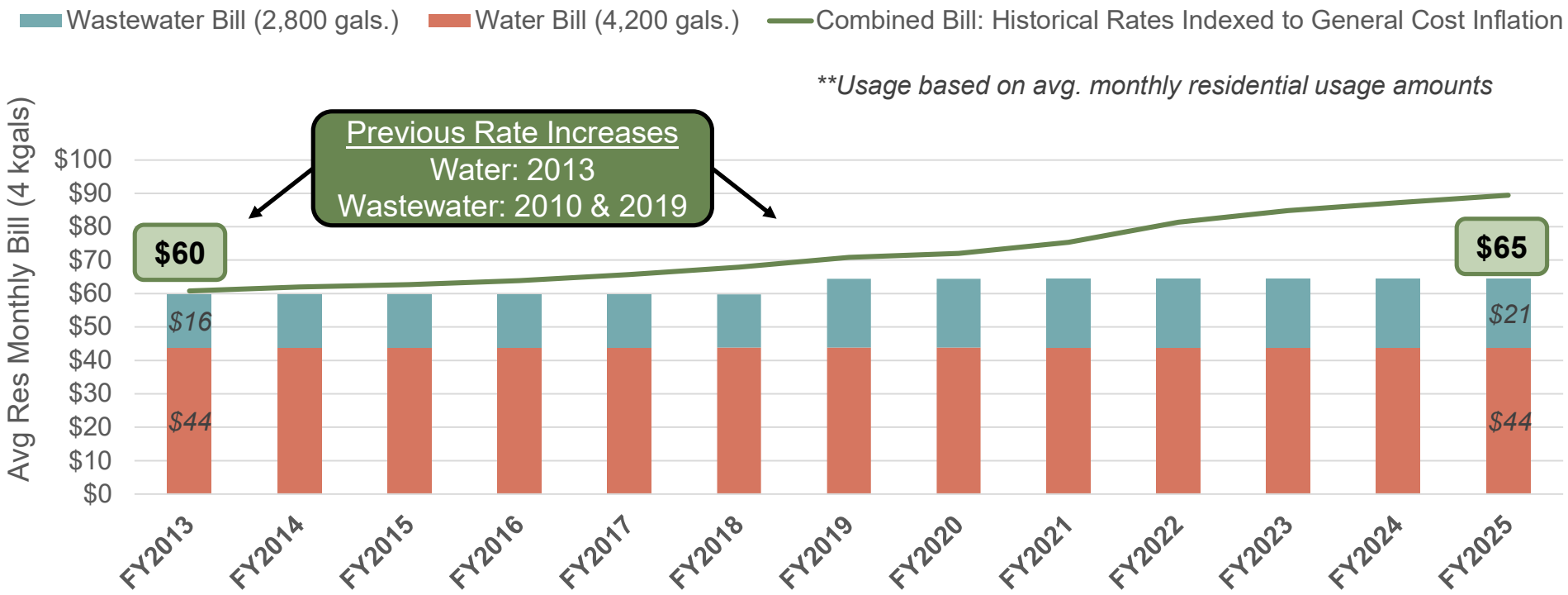
WATER AND WASTEWATER DIVISION
REVENUE REQUIREMENTS

APRIL 30, 2025

Need for a water and wastewater rate increase

- General Cost Inflation rose 41% between 2013 - 2024
- Large capital projects are necessary for both utilities to continue to provide reliable service
- Water rates have not risen since 2013.
  Wastewater rates have risen just once since 2010 (in 2019)
- Proposed annual increase to the average residential bill of approximately $3 per month for 5 years and $1 per month for an additional 5 to meet these needs

Historical Realities: Typical Monthly Residential Bill



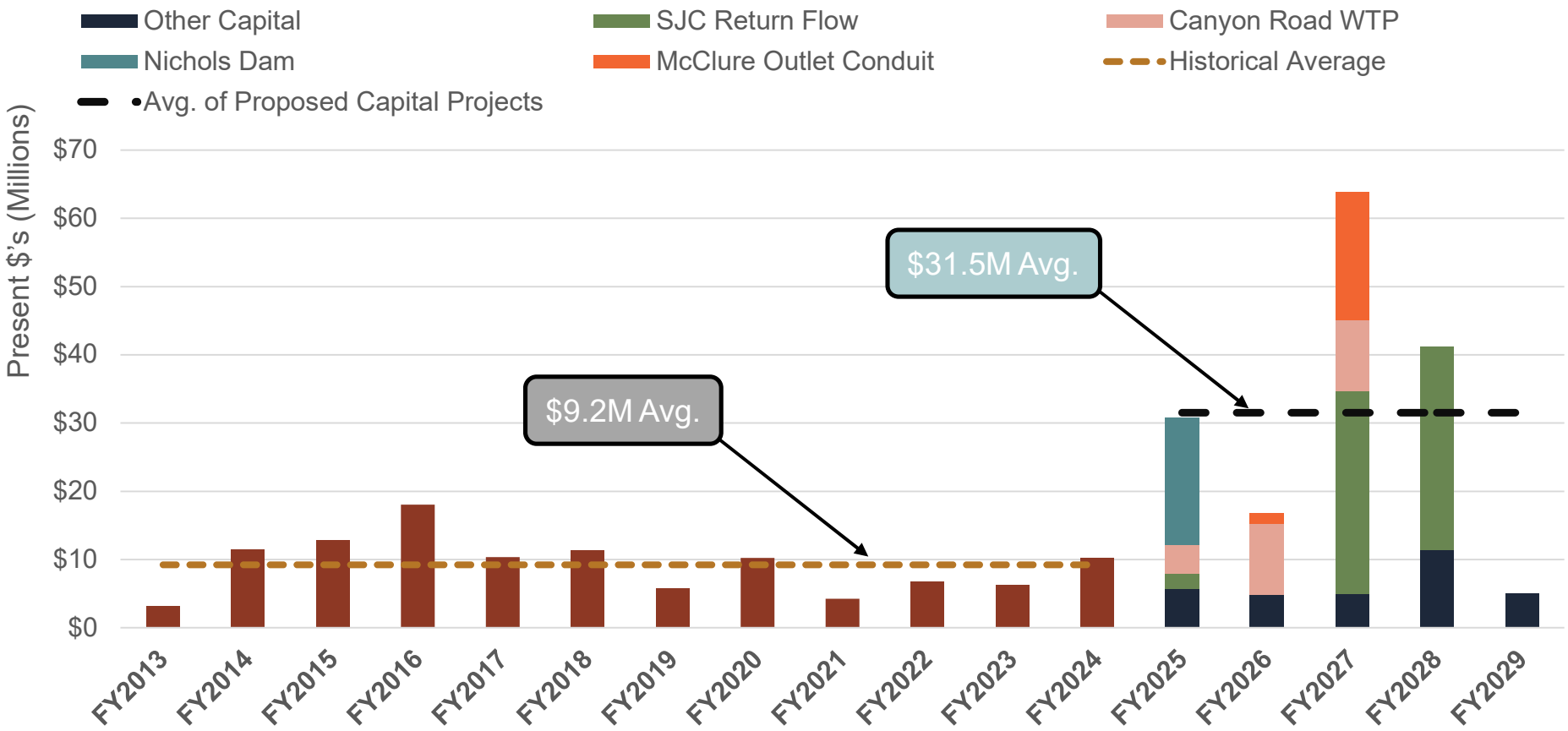
Cumulative General Cost Inflation – 41%
Cumulative Salaries & Benefits Inflation – 38%
Cumulative Construction Cost Inflation – 33%

Focus on Water Utility Specifically

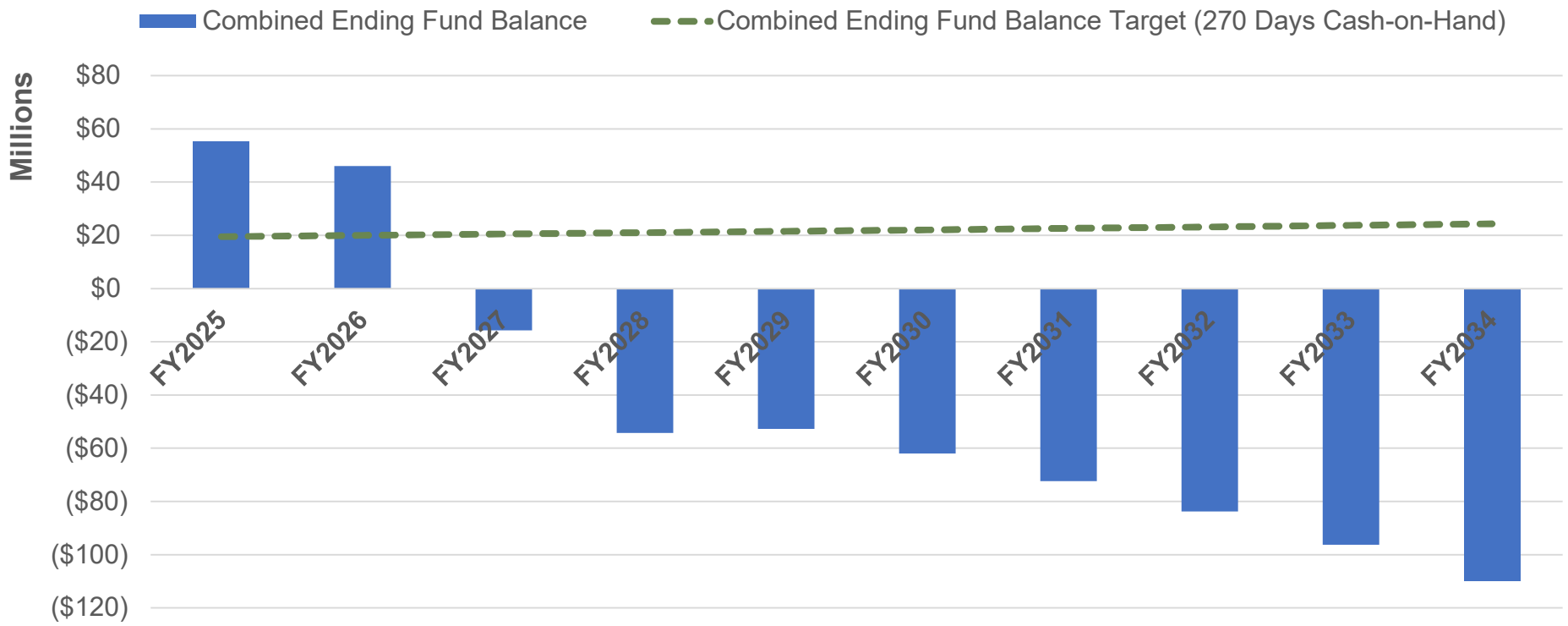


Nichols outlet conduit rehabilitation in progress (September 2024)

Historical Realities: Capital Investment in Water System



Current Trajectory of Water Division Cash Resources



Fully funding the proposed schedule of capital improvements, without additional funding resources, reduces the Water Division's existing fund balance below the target fund balance by FY2027

Options for Water to Address Current Trajectory

(1) External resources: $77 million in Loans & Grants being sought

(36M State loans, 20M State grants, 18M Federal grants)

(2) Proposed increase to Fee in Lieu of Water Rights (per acre-foot)

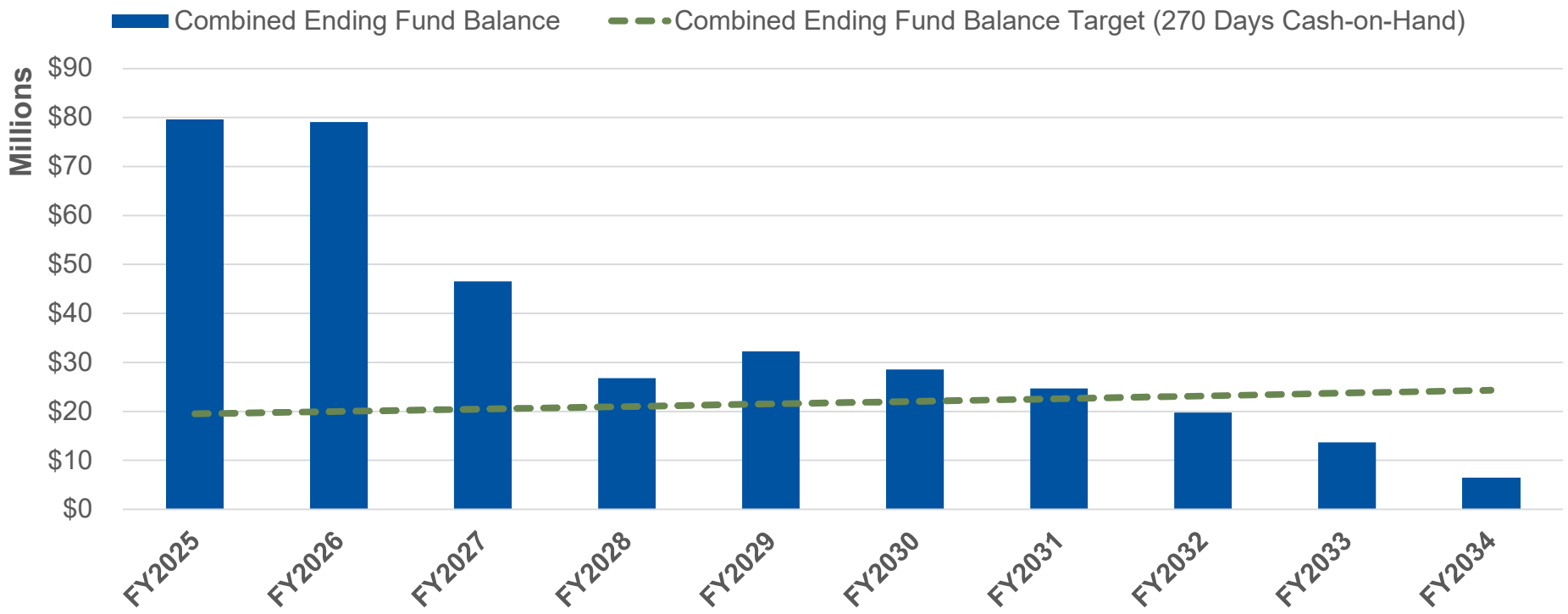
($16,600/AF since 2010)

(County currently charging $36,000/AF)

(3) Proposed change to municipal code to open Fee in Lieu of Water Rights to all sizes of development (once SJC project in place)

(4) Increase Water Rates over 5 years starting January 2026

Delaying Projected Water Division Fund Balance Shortfalls



Implementing all the proposed actions provides the necessary levels of funding to maintain fiscal policy targets in the short-term. Additional actions will be required in the future to address long-term challenges in FY2032 and beyond

Focus on Wastewater Utility Specifically



Wastewater Treatment Plant Update

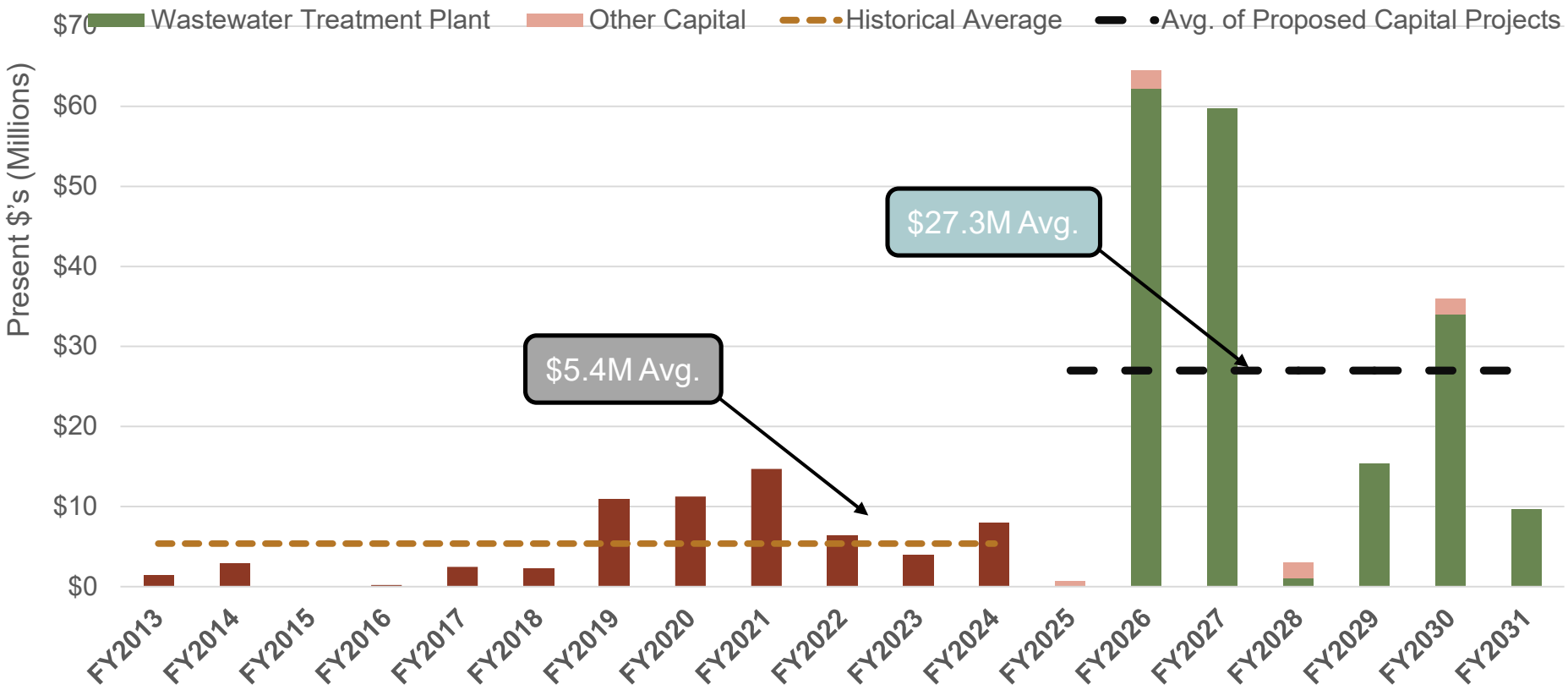
- The wastewater treatment plant needs to be upgraded to meet regulatory compliance requirements
- Plant rehabilitation is estimated at $182 million*
- Assumption is that replacement would be more than rehabilitation
- Decision on rehabilitation vs. replacement will be made by GB when an accurate replacement cost has been developed
- Potential for extremely low interest loan will require increased rates to service debt



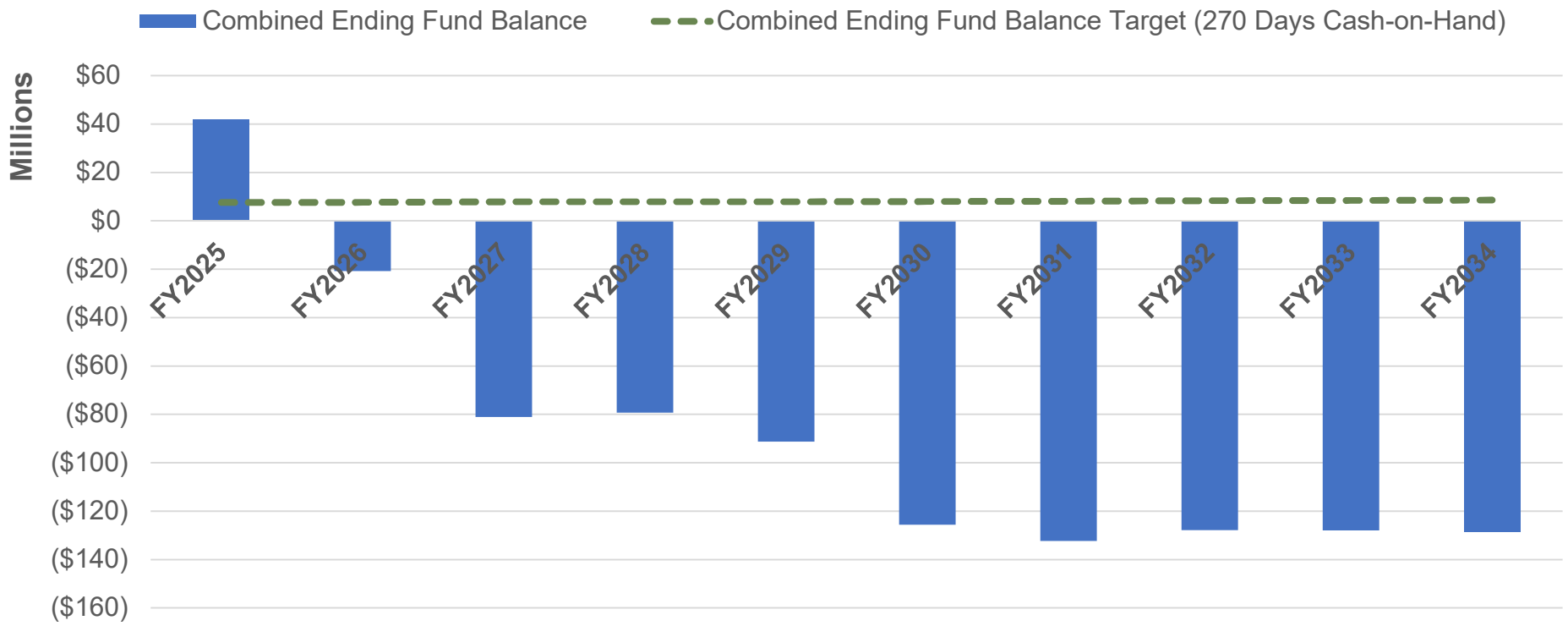
Recommended rate path is based on minimum capital spend of $182 million

*Additional $26.4 million in PFAS treatment system is expected outside timeframe of this analysis

Historical Realities: Capital Investment in Wastewater System



Current Trajectory of Wastewater Division Cash Resources



The wastewater utility cannot fund the required treatment plant improvements without additional funding resources.

Options for Wastewater to Address Current Trajectory

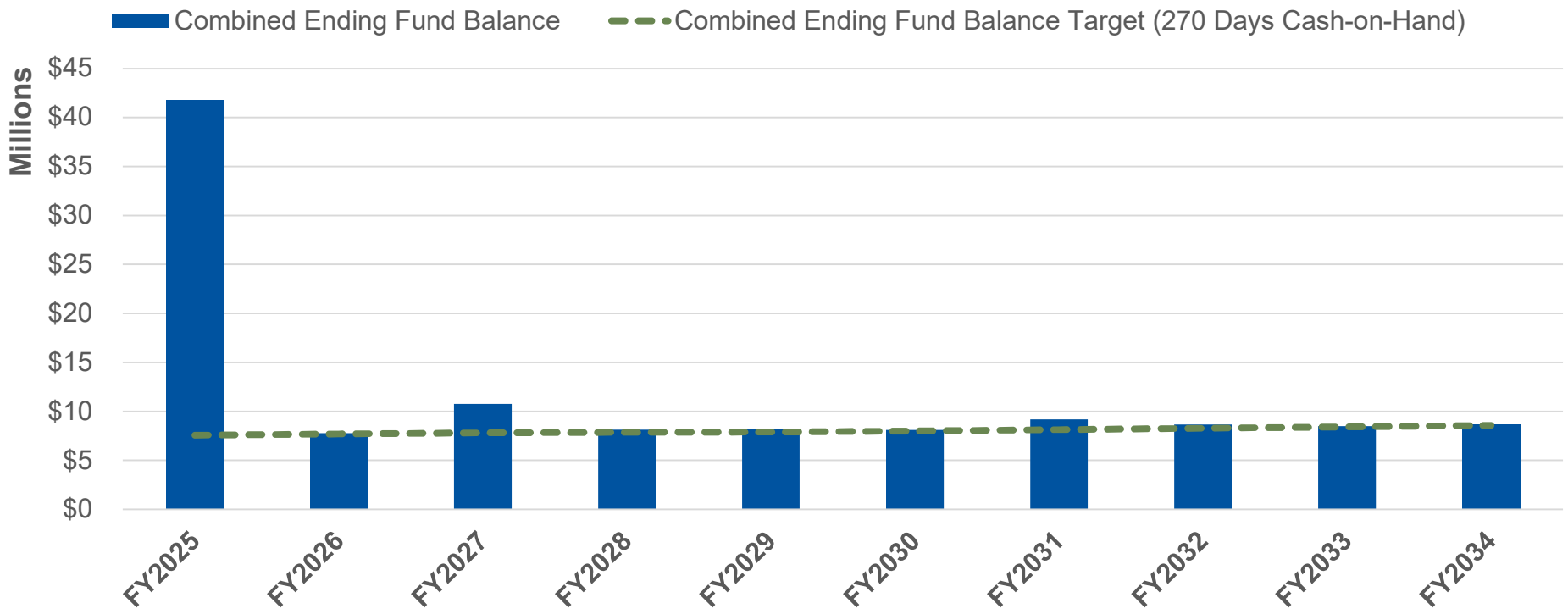
(1) $External resources:

114 million in low interest loans in the works.

Will seek revenue bonds in the future as needed

(2) Increase Wastewater Rates over 10 years starting in July

Projected Wastewater Division Fund Balance



Implementing all the proposed actions provides the necessary levels of funding to maintain fiscal policy targets in the ten-year forecast period

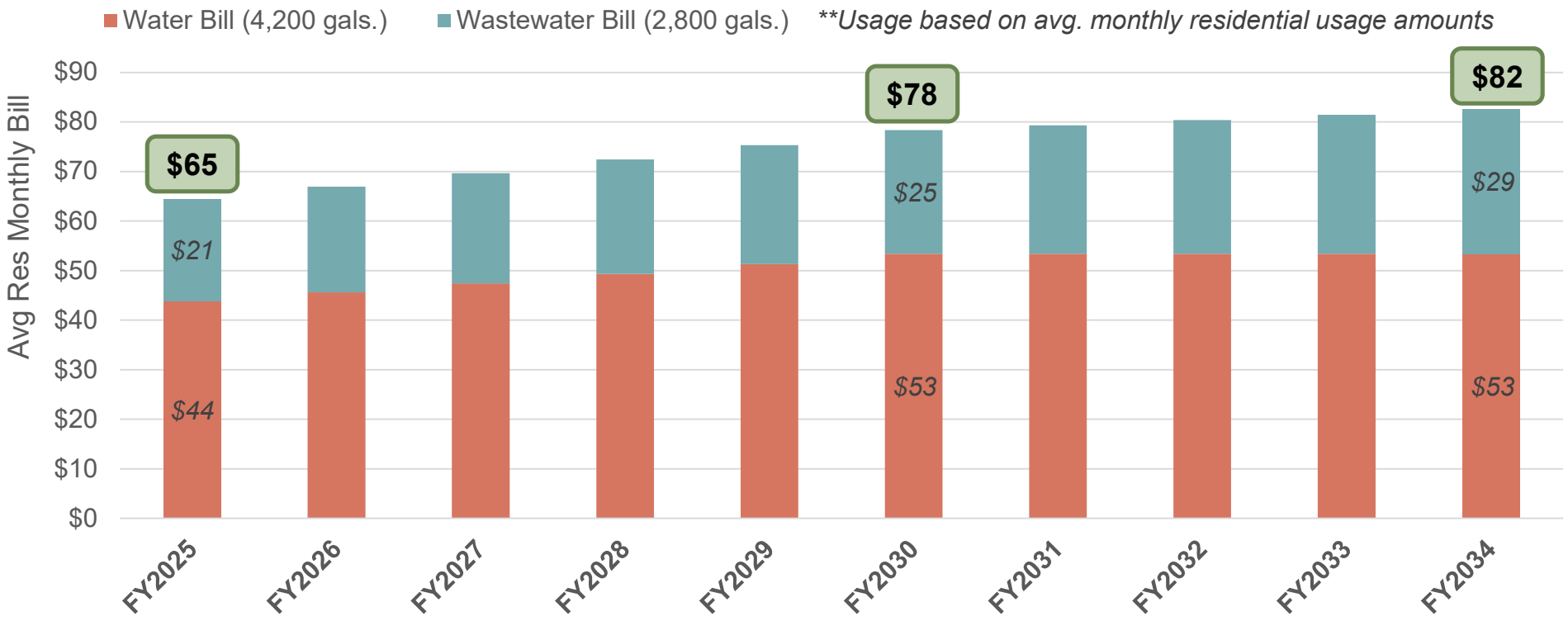
Combined Impact Summary

Wastewater increases effective July 1, Water increases effective January 1

	Current	July 2025	January 2026
Water Bill (4,200 gals.)	$44	$44	**$46**
Wastewater Bill (2,800 gals.)	$21	**$22**	$22
Combined Total	*$65*	*$66*	*$68*
		+$1 to wastewater	*+$2 to water*

***Usage based on avg. monthly residential usage amounts*

Projected Typical Monthly Residential Bill: Utility Rates



Combined monthly bill projected to increase approximately $13 by FY2030, and $17 by FY2034 for a residential customer at average usage amounts

Thank you!

Questions?

JESSE ROACH PE PhD
Interim Public Utilities Department Director
City of Santa Fe
(505) 955-4309
jdroach@santafenm.gov| santafenm.gov/public-utilities

COLTON RICHARD
Project Consultant
FCS, a Bowman company
(425) 867-1802 ext. 401
Colton.Richard@bowman.com | fcsgroup.com | bowman.com

CITY OF SANTA FE

Date: March 11, 2025

To: **Governing Body**

Via: **Mark Scott, City Manager**
Regina Wheeler, Public Works Director

From: **Steve Kaspan, Parking Division Director**

Subject: **Resolution 2022-63 Downtown Employer Permit Program**

PURPOSE:
To fulfil the requirements of Resolution 2022-63 by reporting on the Downtown Employer Permit Program pilot by the resolution.

BACKGROUND AND SUMMARY:
Resolution 2022-63 created a one-year pilot program to encourage and incentivize downtown employers to pay for certain income qualified employees to park in the City's three parking garages (Sandoval, Convention Center, and Railyard). This program was named the Downtown Employer Permit Program (DEPP). Per the resolution:

- 150 permits were allocated at a reduced rate of $25/month to be purchased on a first-come, first-served basis.
- The monthly permits were to be sold directly to the businesses, issued in the name of the business, and could be shared by employees at the business owner's discretion.
- A limit of ten permits per business was allowed.
- Businesses required to prove that employee beneficiaries of the permits make $21.71 per hour or less.

The program began on January 9th, 2024, and was promoted by the Chamber of Commerce, Hispanic Chamber, the Railyard Community Corporation, and the City.

Summary of Results

Of the 150 permits allocated for the program, 111 were issued. The bulk of the applications occurred in the first three months of the program. No applicant was rejected. Each business was able to provide the required documentation (application and employee income verification). The average of 1000 entry scans per month shows significant permit usage. The responses to the survey questions showed that the program helped to recruit and retain employees, was valuable to the businesses, and that businesses were very likely to renew their permits at the end of the pilot.

The data shows that the one-year pilot has proven the program is useful to businesses and employees, with little to no impact on parking operations. The Parking Director has authority by the Uniform Traffic Ordinance section 12-9-1 to continue the program and plans to do so.

Downtown Employee Permit Program Pilot Data

The Resolution specifies the following items be reported upon at the end of the pilot program. This data is provided in the tables below.

1. The number of permits purchased per month
2. The number of permits scanned at each of the garages
3. Input from downtown businesses that used the program
4. Other data deemed relevant by the Parking Division

Permits Purchased By Month (January-December 2024)

Month	**Number of Applications**
January	90
February	9
March	1
April	
May	
June	
July	
August	
September	11
October	
November	
December	
Total	**111**

Permit Allocation Between Garages

Garage	**Number of Permits**
Convention Center	79
Sandoval	16
Railyard	16

Garage Entry Scans by Permit Holders

Total Garage Entry Scans by DEPP Permit Holders	11,985

Input from Downtown Businesses that Used the Program: Survey via email March 7th-16th

Survey Questions	Responses (9 businesses)
What percentage of your total number of employees use the program?	100% (2) 75%, (2) 50% (1) 40% (4)
Has the program helped you recruit or retain employees?	8 responded "Yes". 1 responded "possibly, but unsure"
If the program continues at the end of the first pilot year, do you plan to:	8 responded "Renew all permits" 1 responded "Renew some of the permits"
Is this program valuable to you?	All responded "Yes"
Would you like to share any other thoughts about the program?	"This program is so wonderful and has been a god send. Thank you, City of Santa Fe, for helping provide affordable, safe options for our staff. We are really grateful for this program and would love to see it continue." "This is a very helpful incentive to hiring people downtown. By using the Convention Center parking it also helps relieve the use of lots used for visitors." "The program has been a real benefit to our staff and the team at the parking division has been GREAT to work with! Thank You!" "This program makes it more affordable for our business to allow our employees the benefit of paid parking. We truly love this program and hope that it continues!" "It has been a great hiring incentive so employees do not have to figure out where to park or how much they have to pay to park." "We'd love to see this program remain intact." "Please continue this program. Allowing us to purchase permits for employees has gone a LONG way toward retention and has solved an issue that was a huge priority for us. We would likely add permits if the program continues."

ATTACHMENTS:
Resolution 2022-63

Resolution 2022-63

Downtown Employer Permit Program Pilot

Steve Kaspan

Parking Division Director

Downtown Employer Permit Program

Purpose:

- To fulfil the requirements of Resolution 2022-63 by reporting on the pilot program created by the resolution.

Background:

- Resolution 2022-63 created a one-year pilot program to encourage and incentivize downtown employers to pay for certain income qualified employees to park in the City's three parking garages (Sandoval, Convention Center, and Railyard). This program was named the Downtown Employer Permit Program (DEPP). Per the resolution:

Downtown Employer Permit Program

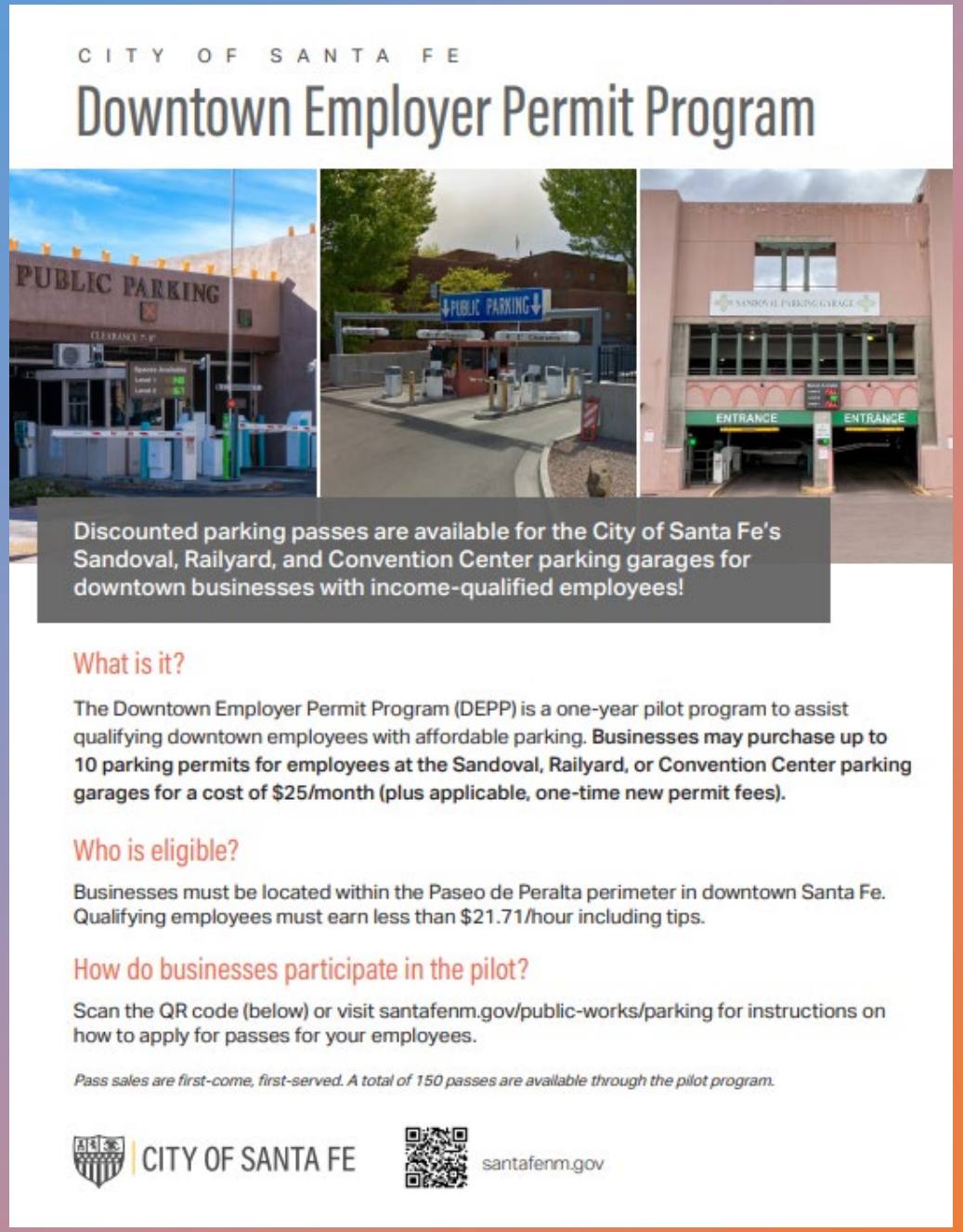
Background (cont.):

- One hundred and fifty permits are allocated at a reduced monthly rate of $25 to be purchased on a first-come, first-serve basis.

- The monthly permits are sold directly to the businesses, issued in the name of the business, and may be shared by employees at the business owner's discretion.

- A limit of ten permits per business is allowed.

- Businesses are required to prove that employee beneficiaries of the permits make $21.71 per hour or less.



Promotion

The program began on January 9th, 2024, and was promoted by the Chamber of Commerce, Hispanic Chamber, the Railyard Community Corporation, and the City.

An informational flyer was provided for outreach.

Informational flyers were also distributed to downtown businesses by Parking Staff.

Downtown Employer Permit Program

Reporting:

The information requested by the Governing Body in the Resolution includes:

- The number of permits purchased per month
- The number of permits scanned at each of the garages
- Input from downtown businesses that used the program
- Other data deemed relevant by the Parking Division

Reporting:

Month	Number of Applications
January	90
February	9
March	1
April	
May	
June	
July	
August	
September	11
October	
November	
December	
Total	111

Permit applications per month

- 111 of the 150 total permit allocation was utilized, with the bulk of the applications occurring in the first month of 2024.
- No applicant was rejected.
- Each business was able to provide the required documentation (application and employee income verification) for a permit.

Downtown Employer Permit Program

Reporting:

Number of permits scanned

Total Garage Entry Scans Over 12 Months	11,985

Garage	Permit Allocation
Convention Center	79
Sandoval	16
Railyard	16

- The average of approximately 1000 entry scans per month shows significant permit usage.
- Permits were allocated to garages based on preference and availability.

Downtown Employer Permit Program

Reporting:

Input from downtown businesses that used the program

Survey Questions and Responses (via email March 7th-16th):

Survey Questions	Responses (9 businesses)
What percentage of your total number of employees use the program?	100% (2) 75%, (2) 50% (1) 40% (4)
Has the program helped you recruit or retain employees?	8 responded “Yes”. 1 responded “possibly, but unsure”
If the program continues at the end of the first pilot year, do you plan to:	8 responded “Renew all permits” 1 responded “Renew some of the permits”
Is this program valuable to you?	All responded “Yes”

Downtown Employer Permit Program

Reporting:

Input from downtown businesses that used the program (cont'd)

Survey Question: Would you like to share any other thoughts about the program?

"This program is so wonderful and has been a god send. Thank you, City of Santa Fe, for helping provide affordable, safe options for our staff. We are really grateful for this program and would love to see it continue."

"This is a very helpful incentive to hiring people downtown. By using the Convention Center parking it also helps relieve the use of lots used for visitors."

"The program has been a real benefit to our staff and the team at the parking division has been GREAT to work with! Thank You!"

Downtown Employer Permit Program

Reporting:

Input from downtown businesses that used the program (cont'd)

"This program makes it more affordable for our business to allow our employees the benefit of paid parking. We truly love this program and hope that it continues!"

"It has been a great hiring incentive, so employees do not have to figure out where to park or how much they have to pay to park. "

"We'd love to see this program remain intact."

"Please continue this program. Allowing us to purchase permits for employees has gone a LONG way toward retention and has solved an issue that was a huge priority for us. We would likely add permits if the program continues."

Downtown Employer Permit Program

Conclusion:

- The responses to the survey questions showed that the program helped to recruit and retain employees, was valuable to the businesses, and that businesses were very likely to renew their permits at the end of the pilot.

- The data shows that the one-year pilot has proven the program is useful to businesses and employees, with little to no impact on parking operations, including summer events.

- The Parking Director has the authority by the Uniform Traffic Ordinance section 12-9-1 to continue the program and plans to do so.


La Villa Real de la Santa Fé de San Francisco de Asís
1610
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CITY OF SANTA FE, NEW MEXICO

RESOLUTION NO. 2022-63

INTRODUCED BY:

Councilor Amanda Chavez

Councilor Signe I. Lindell Councilor Lee Garcia

Councilor Jamie Cassutt Councilwoman Renee Villarreal

A RESOLUTION

CREATING A ONE-YEAR PILOT PROGRAM TO ENCOURAGE AND INCENTIVIZE EMPLOYERS TO PAY FOR CERTAIN EMPLOYEES' PARKING IN CITY OF SANTA FE ("CITY") PARKING FACILITIES AT SANDOVAL STREET, THE SANTA FE COMMUNITY CONVENTION CENTER, AND THE RAILYARD.

WHEREAS, local employees are spending a significant portion of their income on parking in the downtown and Railyard Areas; and

WHEREAS, local merchants are competing with employers outside the downtown area, who can offer free parking, making recruiting and retention of employees in the downtown area difficult; and

WHEREAS, the City Parking Division currently offers a "downtown business employee rate" for monthly parking of $35 per month for all three City-owned garages for workers who are employed by a downtown business and earn $15 an hour or less with an annual salary not to exceed $31,200, including tips; and

WHEREAS, if an employee does not qualify for the "downtown business employee rate",

a parking permit is available at the standard rate of $68.25 per month; and

WHEREAS, in 2022 the Average Median Income ("AMI") for Santa Fe is $56,450; and

WHEREAS, most federal housing subsidies serve those making 80% of AMI or less, equivalent to $45,150 annually or $21.71 per hour; and

WHEREAS, a minority of employees working for businesses downtown are eligible for the current downtown business employee rate program; and

WHEREAS, the Santa Fe Railyard Community Corporation ("SFRCC") surveyed businesses within the Railyard and Guadalupe Districts, regarding employee parking needs and their employees' commuting and parking practices; and

WHEREAS, the survey indicated that 45% of respondents have between 1-5 employees, while 25% of respondents have 21 or more employees, demonstrating the wide range of business sizes that require parking for their employees; and

WHEREAS, the results of the survey indicate that most employees park on the street or pay a daily rate in a parking garage, while several employers indicated they already purchase parking permits for at least a portion of their employees; and

WHEREAS, fifty percent (50%) of the survey respondents said that they would pay between $20-$30 per permit for their employees to park in City-owned parking garages; and

WHEREAS, the Governing Body wants local businesses to ensure sufficient and convenient parking for their employees; and

WHEREAS, many downtown service industry workers do not have a convenient and reliable method of transportation to get to work, which can lead to lower staffing levels; and

WHEREAS, service workers are essential to the City's vibrant restaurant and lodging industries that provide the bulk of services to Santa Fe's tourism sector; and

WHEREAS, the City continues to develop its multimodal transportation network, but a current need exists for downtown employee parking while the network is fully established.

NOW, THEREFORE, BE IT RESOLVED BY THE GOVERNING BODY OF THE CITY OF SANTA FE that the City shall continue to offer a downtown business employee monthly parking rate of $35.00 per month for all three City-owned garages, for eligible persons.

BE IT FURTHER RESOLVED that the City shall implement a one-year pilot program called the "downtown business employee parking program" ("Program") through which downtown businesses located within the Paseo de Peralta perimeter may purchase parking permits to be used by qualifying employees.

BE IT FURTHER RESOLVED that the Program will allow employees to park at the Railyard Parking Garage, Sandoval Parking Garage, or the Santa Fe Community Convention Center Parking Garage.

BE IT FURTHER RESOLVED that 150 parking permits shall be allocated to the Program, available on a first-come, first-serve basis at a rate of $25 per pass, per month.

BE IT FURTHER RESOLVED that the Program shall incentivize businesses to purchase parking permits for employees by pricing bulk purchases at a rate that is lower than the monthly parking permit that is currently available for employees making $15 or less per hour on an annual basis.

BE IT FURTHER RESOLVED that business owners may purchase no more than ten parking permits for their employees earning less than $21 per hour, or $43,680 annually, including tips.

BE IT FURTHER RESOLVED that monthly parking permits offered through the Program shall be sold directly to businesses, issued in the name of the business, and may be shared by employees at the business owner's discretion.

BE IT FURTHER RESOLVED that the Parking Division shall administer the Program and collect data for the final report, verifying qualifications for program, and securing affidavits certifying business-use only and program compliance.

BE IT FURTHER RESOLVED that the City Manager shall report back to the Governing Body regarding the success of the program, within sixty (60) days of completing the one-year pilot program. In particular, the Governing Body would like to review the following information:

1. The number of permits purchased per month;
2. The number of permits scanned at each of the garages;
3. Input from downtown businesses that used and did not use the program and from garage customers about the effectiveness and effects of the program, based on survey results conducted by the Parking Division; and
4. Other data deemed relevant by the Parking Division.

PASSED, APPROVED, and ADOPTED this 9th day of November, 2022.

ALAN WEBBER, MAYOR

ATTEST:

KRISTINE MIHELCIC, CITY CLERK

APPROVED AS TO FORM:

ERIN K. McSHERRY, CITY ATTORNEY

Legislation/2022/Resolutions/2022-63 (R) Downtown Business Employee Parking Program

Agenda

Regular Meeting of the Governing Body
April 9, 2025 at 5:00 PM
City Council Chambers, City Hall
200 Lincoln Avenue

Procedures for Governing Body Meeting

Viewing: Members of the public may view the meeting through the Government Channel on Comcast Channel 28 and Comcast HD928 or may stream the meeting live on the City of Santa Fe's YouTube channel. The YouTube live stream can be accessed from most smartphones, tablets, or computers.

The video recording of this and all past meetings of the Governing Body will also remain available for viewing at any time on the City's YouTube channel. Staff is available to help members of the public access pre-recorded Governing Body meetings online at any time during normal business hours. Please call 955-6521 for assistance.

Radio Broadcast: The meeting can be heard on radio station KSFR 101.1.

Written Public Comment: Members of the public may submit written comments on legislation by clicking this link: https://santafenm.gov/city-clerk-community-engagement/city-clerk-1/governing-body-public-comment

Live Public Comment: Members of the public may provide public comment in person during Petitions from the Floor, Public Comment, Final Action on Legislation, or Public Hearings.

Virtual Public Comment: To provide public comment during Petitions from the Floor, Public Comment, Final Action on Legislation, or Public Hearings virtually, you must join the Zoom meeting by internet or phone, using the following link: https://santafenm-gov.zoom.us/j/82269082735

- Internet: Join the Zoom meeting on the internet using a computer, laptop, smartphone, or tablet. Attendees should use the "Raise Hand" function to be recognized by the Mayor to speak at the appropriate time.
- Phone: To join the Zoom meeting using a phone, use the following phone numbers and Webinar ID: US: 1 (346) 248-7799 - Webinar ID: **822 6908 2735**. Phone attendees should press *9 to use the "Raise Hand" function to be recognized by the Mayor to speak at the appropriate time.

1. Call to Order

2. Pledge of Allegiance

   a. Councilor Lee Garcia

3. Salute to the New Mexico Flag

   a. Councilor Chavez

4. Invocation and Rememberances

   a. Councilor Castro

5. Roll Call

6. Approval of Agenda

7. Approval of Consent Agenda

8. Presentations

   a. Inspection of Public Records ("IPRA") Training and Update (Katherine Garcia-Gallegos, IPRA Manager: kggallegos@santafenm.gov)

   b. Beautification Initiatives Report . (Regina Wheeler, Public Works Director; rawheeler@santafenm.gov and Melissa McDonald, Parks and Open Space Divison Director; mamcdonald@santafenm.gov)

9. Action Items: Consent Agenda

   a. Request for Approval of the March 26, 2025 Regular Governing Body Meeting Minutes. (Geralyn Cardenas, Deputy City Clerk; gfcardenas@santafenm.gov)

      Committee Review:
      Governing Body: 04/09/2025

   b. Request for Approval of the Grant Agreement with the New Mexico Environment Department in the Total Amount of $160,000 for the Capital Project SAP 24-I2458-GF Vereda de Valencia Stormwater with a Reversion Date of June 30, 2028. (Zoe Isaacson, River and Watershed Manager; zrisaacson@santafenm.gov)

      1. Request for Approval of the Memorandum of Understanding with North Central New Mexico Economic Development District for Fiscal Agent Services Related to Capital Project SAP 24-I2458-GF.

      2. Request for Approval of a Budget Amendment Resolution to Allocate $160,000 from the Capital Appropriation Grant SAP 24-I2458-GF for Vereda de Valencia Stormwater to FY25 Stormwater Revenue and WIP Design.

      Committee Schedule:
      Public Works and Utilities Committee: 03/31/2025

Finance Committee: 04/07/2025
Governing Body: 04/09/2025

c. Request for Approval of a Budget Amendment Resolution (BAR) to Allocate $794,164 from Lodgers Tax Fund Balance to the Arts and Culture Department FY25 Budget for Ongoing Arts & Culture Initiatives and Greer Garson Theater Feasibility Study. (Chelsey Johnson, Arts and Culture Director; cxjohnson@santafenm.gov)

Committee Review:
Quality of Life Committee: 04/02/2025
Finance Committee: 04/07/2025
Governing Body: 04/09/2025

d. Request for Approval of an Administrative Services Contract with Blue Cross and Blue Shield of New Mexico for Health Benefits Administration Services in the Amount of $23,054,885 for the First Year Excluding NMGRT and Total Amount of $92,219,540 Including NMGRT for the Term of the Four-Year Contract Based on Available Budget and Services Provided. (Bernadette Salazar, Human Resources Director; bjsalazar@santafenm.gov and Alvin Valdez, Benefits and Wellness Manager; aavaldez1@santafenm.gov)

Committee Review:
Quality of Life Committee: 04/02/2025
Finance Committee: 04/07/2025
Governing Body: 04/09/2025

e. Request for Approval of a New Mexico Department of Finance and Administration (DFA) General Fund 93100 Capital Appropriation Project Grant 24-I3136 in the Amount of $3,425,000 for Soccer Valley with a Reversion Date of June 30, 2028. (Scott A. Overlie, Parks and Open Space PW Project Manager; saoverlie@santafenm.gov)

1. Request for Approval of a Budget Amendment Resolution (BAR) to Allocate the DFA Funding in the Amount of $3,425,000 into FY25 Municipal Recreation Complex Capital Projects CIP Revenue and WIP Construction.

Committee Review:
Public Works and Utilities Committee: 03/31/2025
Finance Committee: 04/07/2025
Governing Body: 04/09/2025

f. Request for Approval of a New Mexico Department of Finance and Administration (DFA) General Fund 93100 Capital Appropriation Project Grant 23-H4259 in the Amount of $100,000 for Phase 2 Improvements at Southwest Activity Node Park (SWAN Park Phase II) with a Reversion Date of June 30,

2025. (Scott A. Overlie, Public Works Project Manager; saoverlie@santafenm.gov)

1. Request Approval of a Budget Amendment Resolution (BAR) to Allocate the DFA Funding in the Amount of $100,000 into FY25 Parks and Trails CIP Revenue and WIP Design.

Committee Schedule:
Public Works and Utilities Committee: 03/31/2025
Finance Committee: 04/07/2025
Governing Body: 04/09/2025

g. Request for Approval of a Grant Agreement with the US Department of Transportation Federal Transit Administration (FTA) for Section 5339 Funding for Public Transportation Capital Funding in the Total Amount of $146,402. (Gabrielle Chavez, Transit Director of Administration; gnchavez@santafenm.gov)

1. Request for Approval of a Budget Amendment Resolution (BAR) in the Total Amount of $172,240 with $146,402 from the FTA Grant and $25,838 in Required Matching Funds from the Transit Fund Balance to FY25 Transit Grant Revenue and Vehicles.

Committee Review:
Public Works and Utilities Committee:03/31/25
Finance Committee:04/07/25
Governing Body:04/09/25

h. Request for Approval of a Grant Agreement with the US Department of Transportation Federal Transit Administration (FTA) for Section 5339 Funding for Public Transportation Capital Funding in the Total Amount of $166,924. (Gabrielle Chavez, Transit Director of Administration; gnchavez@santafenm.gov)

1. Request for Approval of a Budget Amendment Resolution (BAR) in the Total Amount of $205,337 with $166,924 from the FTA Grant and $38,413 Matching Funds from the Transit Fund Balance to FY25 Transit Grant Revenue, WIP Design, and Vehicles.

Committee Review:
Public Works and Utilities Committee:03/31/25
Finance Committee:04/07/25
Governing Body:04/09/25

i. Request For Approval of Amendment No. 2 to Item #24-0350 with the New Mexico Department of Transportation (NMDOT) Aviation Division Grant #SAF-

24-01 to Increase Compensation by $269,180 for a New Total Amount of $6,869,180 and to Extend the Expiration Date to June 30, 2026, for Air Service Terminal Expansion and Infrastructure Improvements. (James Harris, Airport Director, jcharris@santafenm.gov and Kelly Bynon, Administrative Manager, kabynon@santafenm.gov)

1. Request for Approval of a Budget Amendment Resolution (BAR) in the Total Amount of $269,180 to Increase WIP Construction Fund Using NMDOT Funding for Airport Infrastructure and Airport Terminal Project.

Committee Review:
Public Works and Utilities Committee: 03/31/2025
Finance Committee: 04/07/2025
Governing Body: 04/09/2025

j. Request for Approval of a Budget Amendment Resolution (BAR) in the Total Amount of $541,578 to Increase WIP Construction, Vehicles Under 1.5 Tons, and Additional Operating Categories with Funding from Airport Rescue Grant 3-35-0037-057-2021. (James Harris, Airport Manager; jcharris@santafenm.gov and Kelly Bynon, Administrative Manager, kabynon@santafenm.gov)

Committee Review:
Public Works & Utilities Committee: 03/31/2025
Finance Committee: 04/07/2025
Governing Body: 04/09/2025

k. Request for Approval of a Grant Agreement with the US Department of Transportation Federal Transit Administration (FTA) for Section 5339 Funding for Public Transportation Capital Funding in the Total Amount of $143,017. (Gabrielle Chavez, Transit Director of Administration; gnchavez@santafenm.gov)

1. Request for Approval of a Budget Amendment Resolution (BAR) in the Total Amount of $178,772 with $143,017 from the FTA Grant and $35,755 Matching Funds from Transit Fund Balance to FY25 Transit Revenue and WIP Design.

Committee Review:
Public Works and Utilities Committee: 03/31/2025
Finance Committee: 04/07/2025
Governing Body:04/09/2025

l. Request for Approval of a Budget Amendment Resolution (BAR) in the Total Amount of $1,503,000 to Increase WIP Construction and Equipment Over $5K Using FY25 Airport Revenue in Excess of Budgeted Expenditures for the

Purchase of Generators, HVAC, and the Airfield Marking Project that is Required by the FAA. (James Harris, Airport Director, jcharris@santafenm.gov; Kelly Bynon, Administrative Manager, kabynon@santafenm.gov)

Committee Review:
Public Works and Utilities Committee: 03/31/2025
Finance Committee: 04/07/2025
Governing Body: 04/09/2025

m. Request for Approval of a Budget Amendment Resolution (BAR) in the Amount of $76,000 from the Water Enterprise Cash Fund to Water Engineering Software Over $5,000 for Predictive Water Main Failure Software. (Taylor Jurgens, Engineer: trjurgens@santafenm.gov)

Committee Review:
Public Works and Utilities Committee: 03/31/2025
Finance Committee: 04/07/2025
Governing Body: 04/09/2025

n. Request for Approval of the Grant Agreement with the New Mexico Environment Department in the Total Amount of $210,000 for the Capital Project SAP 24-I2457-GF Jemez Road Sewer with a Reversion Date of June 30, 2028. (Fred Heerbrandt, PE, Wastewater Engineering Supervisor, pfheerbrandt@santafenm.gov)

1. Request for Approval of the Memorandum of Understanding with North Central New Mexico Economic Development District for Fiscal Agent Services related to Capital Project SAP 24-I2457-GF.

2. Request for Approval of a Budget Amendment Resolution to Allocate $210,000 from the Capital Appropriation Grant SAP 24-I2457-GF for Jemez Road Sewer to FY25 Wastewater Utility Revenue and WIP Construction.

Committee Review:
Public Works and Utilities Committee: 03/31/25
Finance Committee: 04/07/25
Governing Body: 04/09/25

o. Request for Approval of Amendment No.1 to Item #24-0574 with GM Emulsion LLC. to Increase the Compensation by $1,000,000 for a New Total Contract Amount of $1,500,000 for Sludge Hauling. (Fred Heerbrandt, P.E., Engineering Supervisor, pfheerbrandt@santafenm.gov)

1. Request for Approval of a Budget Adjustment Resolution (BAR) in the Amount of $1,000,000 from the WWMD Enterprise Fund to Service Contracts.

Committee Review:
Public Works and Utilities Committee: 03/31/25
Finance Committee: 04/07/25
Governing Body: 04/09/25

p. Request for Approval of Amendment No. 1 to Item #24-0574 with Serrano Trucking, Inc. to Increase the Compensation by $1,000,000 for a New Total Contract Amount of $1,500,000 for Sludge Hauling. (Fred Heerbrandt P.E., Engineering Supervisor, pfheerbrandt@santafenm.gov)

1. Request for Approval of a Budget Amendment Resolution (BAR) in the Total Amount of $1,000,000 from the WWMD Enterprise Fund to the Service Contracts.

Committee Review:
Public Works and Utilities Committee: 03/31/2025
Finance Committee: 04/07/2025
Governing Body: 04/09/2025

q. Request for Approval of a Budget Amendment Resolution (BAR) in the Total Amount of $150,000 from Paint and Sign Service Contracts to Streets and Roadways CIP WIP Construction for St. Michael's Drive Intersection Improvements.(Jennifer Morrow, Complete Streets Division Director, jlmorrow@santafenm.gov)

Committee Review:
Public Works and Utilities Committee: 03/31/2025
Finance Committee: 04/07/2025
Governing Body: 04/09/2025

r. Request for Approval of a New Mexico Department of Finance and Administration (DFA) General Fund 93100 Capital Appropriation Project Grant 23-H4259 in the Amount of $100,000 for Phase 2 Improvements at Southwest Activity Node Park (SWAN Park Phase II) with a Reversion Date of June 30, 2025. (Scott A. Overlie, Public Works Project Manager; saoverlie@santafenm.gov)

1. Request for Approval of a Budget Amendment Resolution (BAR) to Allocate the DFA Funding in the Amount of $100,000 into FY25 Parks and Trails CIP Revenue and WIP Design.

Committee Review:
Public Works and Utilities Committee: 03/31/2025
Finance Committee: 04/07/2025
Governing Body: 04/09/2025

s. Request for Approval of General Service Contract with Vertosoft, LLC for the Purchase of OpenGov eProcurement Solutions and Implementation Services in the Total Amount of $550,236.73, Plus NMGRT, for a Five-Year Term. (Travis Dutton-Leyda, Purchasing Officer; tkduttonleyda@santafenm.gov)

Committee Review:
Finance Committee: 04/07/2025
Governing Body: 04/09/2025

t. CONSIDERATION OF RESOLUTION NO. 2025-____. (Councilor Alma Castro) A Resolution Authorizing the Sale and Consumption of Beer and Wine During the Railyard Plaza Summer Scene Concert Sponsored by SITE Santa Fe on June 25, 2025, Pursuant to Subsection 23-6.2(C) SFCC 1987. (Andréa Salazar, City Clerk; asalazar@santafenm.gov)

Committee Review:
Governing Body (Introduced): 03/26/2025
Quality of Life Committee: 04/02/2025
Governing Body: 04/09/2025

u. CONSIDERATION OF RESOLUTION NO. 2025-___. (Councilor Amanda Chavez) A Resolution Authorizing Representatives and Agents for an Agreement with the New Mexico Environment Department, Regarding Agreement Number SAP-24-I2458-GF, to Plan, Design and Construct Wastewater System Improvements, Including Sewer Services and a Stormwater Plan for Vereda de Valencia. (Zoe Isaacson, River and Watershed Manager; zrisaacson@santafenm.gov)

Committee Review:
Governing Body (Introduced): 03/26/2025
Public Works and Utilities Committee: 03/31/2025
Finance Committee: 04/07/2025
Governing Body: 04/09/2025

v. CONSIDERATION OF RESOLUTION NO. 2025-____. (Councilor Amanda Chavez) A Resolution Authorizing Representatives and Agents for an Agreement with the New Mexico Environment Department, Regarding Agreement Number SAP-24-I2455-GF, to Acquire Land For, and Plan, Design, Construct, Purchase, Repair, Permit, and Improve, a Regional Wastewater Treatment Plant. (Mike Dozier, Wastewater Division Director; mldozier@santafenm.gov)

Committee Review:
Governing Body (Introduced): 03/26/2025
Public Works and Utilities Committee: 03/31/2025
Finance Committee: 04/07/2025
Governing Body: 04/09/2025

10. Action Items: Discussion Agenda

a. Request for Approval of a General Services Contract with University of New

Mexico Anderson School Center for Responsible Entrepreneurship for Entrepreneurship Support, Training, and Administering an Accelerator Program in the Total Amount of $300,000 for a Two-Year Term. (Eric Renz-Whitmore, Economic Development Specialist; edrenzwithmore@santafenm.gov and Johann Nelson, Office of Economic Development Director; jcnelson@santafenm.gov)

Committee Review:
Quality of Life Committee: 12/04/2024
Economic Development Advisory Committee: 04/02/2025
Finance Committee: 04/07/2025
Governing Body: 04/09/2025

11. Matters from the City Manager

12. Matters from the City Attorney

    a. **EXECUTIVE SESSION**
    In Accordance with the New Mexico Open Meetings Act, NMSA 1978, Section 10-15-1, Subpart (H)(7), Attorney-Client Privileged Discussion of Pending and Threatened Litigation, in Particular, Discussion of *Bruce Throne et al vs. City of Santa Fe (II)*, D-101-CV2024-00892. (Erin K. McSherry, City Attorney; ekmcsherry@santafenm.gov)

13. Executive Session Action Items

    a. Approval of Next Steps in Relation to *Bruce Throne et al vs. City of Santa Fe (II)*, D-101-CV2024-00892. (Erin K. McSherry, City Attorney: ekmcsherry@santafenm.gov).

14. Matters from the City Clerk

15. Communications from the Governing Body

16. Introduction of Legislation

    a. CONSIDERATION OF RESOLUTION NO. 2025____. (Councilor Alma Castro)
    A Resolution Authorizing the Sale and Consumption of Beer and Wine During the Green Chile Country Jamboree in the Railyard Park on July 4th, 2025, Pursuant to Subsection 23-6.2(C) SFCC 1987.
    (Andréa Salazar, City Clerk; asalazar@santafenm.gov)

    Committee Review:
    Governing Body (Introduced): 04/09/2025
    Quality of Life Committee: 04/23/2025
    Governing Body: 04/30/2025

    b. CONSIDERATION OF RESOLUTION NO. 2025____. (Councilor Signe Lindell)
    A Resolution Correcting the Required Permit Named for Resolutions 2025-16,

Regarding the Movies in the Park Event Series; and 2025-23, Regarding the Summer Scene Concert Event Series, Changing Each from a Special Dispenser Permit to a Public Celebration Permit. (Andréa Salazar, City Clerk; asalazar@santafenm.gov)

Committee Review:
Governing Body (Introduced): 04/09/2025
Quality of Life Committee: 04/23/2025
Governing Body: 04/30/2025

c. CONSIDERATION OF RESOLUTION NO. 2025____. (Councilor Alma Castro, Councilor Signe Lindell, Councilor Michael Garcia)
A Resolution Amending the Immigration Committee's Purpose and Membership. (Marci Eannarino, Legislation and Policy Innovation Manager; maeannarino@santafenm.gov)

Committee Review:
Governing Body (Introduced): 04/09/2025
Immigration Committee: 04/14/2025
Quality of Life Committee: 04/23/2025
Governing Body: 04/30/2025

d. CONSIDERATION OF RESOLUTION NO. 2025____. (Councilor Alma Castro)
A Resolution Authorizing the Sale and Consumption of Beer and Wine During the Railyard Plaza Summer Scene Concerts Sponsored by the International Folk Art Market on July 9, 10, and 11, 2025, Pursuant to Subsection 23-6.2(C) SFCC 1987. (Andréa Salazar, City Clerk; asalazar@santafenm.gov)

Committee Review:
Governing Body (Introduction): 04/09/2025
Quality of Life Committee: 04/23/2025
Governing Body: 04/30/2025

e. CONSIDERATION OF RESOLUTION NO. 2025____. (Councilor Jamie Cassutt and Councilor Pilar Faulkner)
A Resolution Authorizing and Directing the Widening of Zia Road to Accommodate a Necessary Deceleration Lane, Using Adjacent, Unimproved Land Comprising Approximately One Percent (1%) of Candelero Park, on its Far Northern Boundary; and Directing the City Manager to Designate an Agent to Apply for a Lot Line Adjustment and Any Other Administrative Steps Required as the Governing Body's Agent. (Rebecca Mnuk-Herrmann, Assistant City Attorney; ramnukherrmann@santafenm.gov)

Committee Review:
Governing Body (Introduced): 04/09/2025
Public Works and Utilities Committee: 04/21/2025
Quality of Life Committee: 04/23/2025
Governing Body: 04/30/2035

f. CONSIDERATION OF RESOLUTION NO. 2025____. (Councilor Carol Romero-

Wirth, Councilor Signe Lindell, Councilor Jamie Cassutt, and Councilor Alma Castro) A Resolution Establishing a Plan for Use of Budgeted Funds to Study Hiring Council Staff. (Marci Eannarino, Legislation and Policy Innovation Manager; maeannarino@santafenm.gov)

Committee Review:
Governing Body (Introduced): 04/09/2025
Quality of Life Committee: 04/23/2025
Finance Committee: 04/28/2025
Governing Body: 04/30/2035

17. Petitions from the Floor

18. Public Comment on Bills (First Public Comment, No Action)

19. Final Action on Legislation (Public Hearing)

    a. CONSIDERATION OF BILL NO. 2025-4. ADOPTION OF ORDINANCE NO. 2025-____. (Councilor Carol Romero-Wirth, Councilor Michael Garcia, Councilor Amanda Chavez)
    A Bill Amending Ordinance No. 2024-6 to Approve Three Individual Loan Agreements with the New Mexico Environment Department to be Paid with Revenues from Each System, Respectively: (1) a Wastewater Project Loan Agreement; (2) a Water Project Loan Agreement; and (3) a Solid Waste Collection Project Loan Agreement; Incorporating Defections and Covenants Relating to Wastewater, Water, and Solid Waste System Debt Obligations in Each Loan Agreement, Respectively, by Reference Herein; Ratifying Prior Action Consistent with the Provisions Hereof; and Repealing Prior Action Inconsistent with the Provisions Hereof, but Only to the Extent of Such Inconsistency. (Emily Oster, Finance Director; ekoster@santafenm.gov)

    Committee Review:
    Governing Body (Introduced): 02/26/2025
    Governing Body (Public Comment): 03/12/2025
    Public Works and Utilities Committee: 03/17/2025
    Finance Committee: 03/24/2025
    ~~Governing Body: 03/26/2025~~ (Schedule amended per Article IV(A)(4))
    Governing Body: 04/09/2025

    b. CONSIDERATION OF BILL NO. 2025-7. ADOPTION OF ORDINANCE NO. 2025-____. (Mayor Alan Webber)
    A Bill Regarding Annual Budgets Including Multi-Year Appropriations; Amending Section 11-2.1 to Conform with the City's Charter; Establish Multi-Year Appropriations for Capital Outlay, Grant-Funded Projects, and "Special Appropriations"; and, Effective December 31, 2025, Amending Section 11-2.4 to Sunset the Finance Director's Budget Amendment Authority to Carry Over Certain Unexpended Appropriations Into the Next Fiscal Year. (Alexis Lotero, Assistant Finance Director; aclotero@santafenm.gov)

    Committee Review:

Governing Body (Introduced): 02/26/2025
Governing Body (Public Comment): 03/12/2025
Public Works and Utilities Committee: 03/17/2025
Finance Committee: 03/24/2025
Governing Body: (Public Hearing): 04/09/2025

20. Public Hearings (Land Use Cases, Appeals and Other Items Required to Have a Public Hearing)

21. Appointments

    a. Water Conservation Committee

    - Abbey Feldman - Appointment - Term Ending 07/2027
    - Lori Rochelle - Appointment - Term Ending 07/2027
    - Robert D. Coombe - Appointment - Term Ending 07/2027

    b. Economic Development Advisory Committee

    - Ava Salman - Appointment - Term Ending 06/2027

    c. Bicycling and Pedesrians Advisory Committee

    - Helen Wang - Appointment - Term Ending 06/2027
    - Marc McConnell - Appontment - Term Ending 06/2027

    d. Planning Commission

    - Scott Barber - District 4 - Appointment - Term Ending 06/2027
    - Kelly McReynolds - District 1 - Term Ending 06/2027

    e. Santa Fe Film and Digital Media Council

    - Dezbaa Henderson - Reappointment - Term Ending 03/2026
    - Jaydin Martinez - Reappointment - Term Ending 03/2026
    - Mark Glaser - Reappointment - Term Ending 03/2026

- Siena Bergt - Reappointment - Term Ending 03/2026
- Tara Tovarek - Reappointment - Term Ending 03/2026
- Barbara Bentree - Appointment - Term Ending 03/2027
- James Cressanthis - Appointment - Term Ending 03/2027
- Liesette Bailey - Appointment - Term Ending 03/2027
- Talia Pura - Appointment - Term Ending 03/2027
- Max WaluKas - Appointment - Term Ending 03/2027

22. Adjourn

Closed captions are provided for this meeting. Persons with disabilities in need of additional accommodations, contact the City Clerk's office at 505-955-6521, five (5) working days prior to meeting date.

SUMMARY OF ACTION
REGULAR MEETING OF THE GOVERNING BODY
WEDNESDAY, APRIL 9, 2025, 5:00 PM
COUNCIL CHAMBERS, CITY HALL
200 LINCOLN AVENUE, SANTA FE, NEW MEXICO

1.	**Call To Order**	**Convened at 5:03 pm**	**3**
2.	**Pledge of Allegiance**	**Councilor Lee Garcia**	**3**
3.	**Salute to the NM Flag**	**Councilor Faulkner**	**3**
4.	**Invocation and Remembrances**	**Councilor Castro**	**3**
5.	**Roll Call**	**Quorum**	**3-4**
6.	**Approval of Agenda**	**Approved as Amended**	**4**
7.	**Approval of Consent Agenda**	**Approved as Amended**	**4**
8.	**Presentations**		
	a. IPRA Training	**Given**	**4**
	b. Beautification Initiatives	**Given**	**4-5**
17.	**Petitions From The Floor**	**Heard**	**5-6**
9.	**Action Items: Consent Agenda**	**Approved**	**6-11**
10.	**Action Items: Discussion Items**		
	a. General Services Contract	**Approved**	**11-12**
11.	**Matters from the City Manager**	**Heard**	**12**
12.	**Matters from the City Attorney**	**Heard**	**12**
12.	**Executive Session**	**Held**	**12-13**
13.	**Executive Session Action Items**		
	a. Recomm. of City Attorney	**Approved**	**13**

14.	**Matters from the City Clerk**	**Heard**	**13**
15.	**Communications Gov. Body**	**Heard**	**13**
16.	**Introduction of Legislation**		
	a. Resolution No. 2025_____.	**Withdrawn**	**13**
	b. Resolution No. 2025_____	**Introduced**	**13-14**
	c. Resolution No. 2025_____	**Introduced**	**14**
	d. Resolution No. 2025_____	**Introduced**	**14**
	e. Resolution No. 2025_____	**Introduced**	**14**
	f. Resolution No. 2025_____	**Introduced**	**14**
18.	**Public Comment on Bills**	**None**	**14**
19.	**Final Action on Legislation**		
	a. Bill No. 2025-4	**Approved as amended**	**14-15**
	b. Bill No. 2025-7	**Approved**	**15-16**
20.	**Appointments**		
	a. Water Conservation Com.	**Approved**	**16**
	b. Economic Dev. Adv. Com.	**Approved**	**16-17**
	c. Bicycling and Ped. Adv. Com.	**Approved**	**17**
	d. Planning Commission	**Approved**	**17**
	e. Film and Digital Median Coun.	**Approved**	**17-18**
21.	**Adjourn**	**Adjourned at 10:015 pm**	**18**

REGULAR MEETING OF THE GOVERNING BODY
WEDNESDAY, APRIL 9, 2025, 5:00 PM
COUNCIL CHAMBERS, CITY HALL
200 LINCOLN AVENUE, SANTA FE, NEW MEXICO

1. CALL TO ORDER

A meeting of the Governing Body was called to order at 5:03 pm, on Wednesday, April 9, 2025, in the City Council Chambers, City Hall, 200 Lincoln Avenue, Santa Fe, New Mexico.

2. PLEDGE OF ALLEGIANCE

A. COUNCILOR LEE GARCIA

Recited.

3. SALUTE TO THE NEW MEXICO FLAG

A. COUNCILOR FAULKNER

Given.

4. INVOCATION AND REMEMBRANCES

A. COUNCILOR CASTRO

Given.

5. ROLL CALL

MEMBERS PRESENT
Mayor Alan Webber
Councilor Signe Lindell
Councilor Jamie Cassutt
Councilor Alma Castro
Councilor Pilar Faulkner

Councilor Lee Garcia
Councilor Michael Garcia
Councilor Romero-Wirth

MEMBERS ABSENT
Councilor Amanda Chavez, Excused

OTHERS PARTICIPANTS ATTENDING
Mark Scott, City Manager
Erin McSherry, City Attorney
Andréa Salazar, City Clerk
Elizabeth Martin, Stenographer, virtually

6. APPROVAL OF AGENDA

Ms. Salazar stated that item 16 A had been withdrawn from the agenda.

MOTION A motion was made by Councilor Romero-Wirth, seconded by Councilor Faulkner, to approve the agenda as amended.

VOTE The motion passed on a roll call vote as follows:

Councilor Castro, yes; Councilor Cassutt, yes; Councilor Lee Garcia, yes; Councilor Michael Garcia, yes; Councilor Lindell, yes: Councilor Romero-Wirth, yes; Councilor Faulkner, yes; Mayor Webber, yes.

7. APPROVAL OF CONSENT AGENDA

Mr. Salazar stated that items 9 C and 9 D had been pulled for discussion.

MOTION A motion was made by Councilor Romero-Wirth, seconded by Councilor Faulkner, to approve the consent agenda as amended.

VOTE The motion passed on a roll call vote as follows:

Councilor Castro, yes; Councilor Cassutt, yes; Councilor Lee Garcia, yes; Councilor Michael Garcia, yes; Councilor Lindell, yes: Councilor Romero-Wirth, yes; Councilor Faulkner, yes; Mayor Webber, yes.

8. PRESENTATIONS

A. INSPECTION OF PUBLIC RECORDS (“IPRA”) TRAINING AND UPDATE

Given

B. BEAUTIFICATION INITIATIVES REPORT

Given.

MOTION A motion was made by Councilor Romero-Wirth, seconded by Councilor Faulkner, to move to Petitions From The Floor.

VOTE The motion passed on a roll call vote as follows:

Councilor Castro, yes; Councilor Cassutt, yes; Councilor Lee Garcia, yes; Councilor Michael Garcia, yes; Councilor Lindell, yes: Councilor Romero-Wirth, yes; Councilor Faulkner, yes; Mayor Webber, yes.

17. PETITIONS FROM THE FLOOR

Erick Fuentes. Mr. Fuentes spoke about the Soldiers Monument.

Danny Katz. Ms. Katz spoke about demoralization.

John Paul Granillo. Mr. Granillo spoke about a small murals program and vandalism and crime on small businesses.

Lisa Ferrand. Ms. Ferrand spoke to coming together as a community to do clean ups and the Trash Pandas.

Jake Benton. Mr. Benton spoke against the micro community site on Agua Fria.

Deborah DeMatt. Ms. DeMatt spoke against the micro community sites.

Jakie Valdez. Ms. Valdez spoke about the lack of a long term strategy or urgency on the beautification of the City.

Manual Garcia. Mr. Garcia spoke about having to clean up encampments on his vacant property in District 4 and waiving fees for SWMA to haul the trash for him.

Allen Berry. Mr. Berry spoke against micro community sites in residential areas.

Curtis Quintana. Mr. Quintana spoke against the micro community site on Richards.

Kenneth Anderson. Mr. Anderson spoke about the homeless crisis on Cerrillos.

Kendal Chavez. Mr. Chavez spoke about the trash and needles around Petes Place.

Blake Davis. Mr. Davis spoke to concerns micro community sites.

Ana Gonzales. Ms. Gonzales spoke against sites for micro communities.

Ms. Sherry. Ms. Sherry spoke against micro community site on Agua Fria.

Elizabeth McNett. Ms. McNett spoke against the site on Agua Fria.

Lucas Gonzales. Mr. Gonzales spoke against the Agua Fria site.

Inaudible Name. The speaker spoke about homeless issues on Cerrillos.

Melessia. Melessia spoke in opposition to the pallet home sites.

Grace Lee. Ms. Lee spoke about the 40% decline in her businesses due to homeless and crime issues.

Thomas Lopez. Mr. Lopez spoke about the disheartening homeless situation.

Stephanie Beninato. Ms. Beninato spoke about the tripping hazard at Salvador Perez, the pool hours there and how long it takes to get answers about IPRA requests.

Amanda Tucler. Ms. Tucler owns a business across from Petes and spoke about crime and vandalism around Petes.

Yvette Roybal. Ms. Roybal owns a business next to Petes and asked for help with the crime and vandalism around Petes.

Rick Goldberg. Mr. Goldberg spoke about needing leadership around the homeless issues.

Jan Lopez. Ms. Lopez spoke about needing more information out ot the community about solutions and plans for the homeless

Alexis Martinez Johnson. Ms. Johnson spoke about political violence.

9. ACTION ITEMS: CONSENT AGENDA

MOTION A motion was made by Councilor Castro, seconded by Councilor Lindell, to remove item 9 T from the consent agenda in order to consider an amendment.

VOTE The motion passed on a roll call vote as follows:

Councilor Castro, yes; Councilor Cassutt, yes; Councilor Lee Garcia, yes; Councilor Michael Garcia, yes; Councilor Lindell, yes: Councilor Romero-Wirth, yes; Councilor Faulkner, yes; Mayor Webber, yes.

A. REQUEST FOR APPROVAL OF THE MARCH 26, 2025 REGULAR GOVERNING BODY MEETING MINUTES

Approved on consent.

B. REQUEST FOR APPROVAL OF THE GRANT AGREEMENT WITH THE NEW MEXICO ENVIRONMENT DEPARTMENT IN THE TOTAL AMOUNT OF $160,000 FOR THE CAPITAL PROJECT SAP 24-12458-GF VEREDA DE VALENCIA STORMWATER WITH A REVERSION DATE OF JUNE 30, 2028.

Approved on consent.

C. REQUEST FOR APPROVAL OF A BUDGET AMENDMENT RESOLUTION (BAR) TO ALLOCATE $794,165 FROM LODGERS TAX FUND BALANCE TO THE ARTS AND CULTURE DEPARTMENT FY 25 BUDGET FOR ONGOING ARTS AND CULTURE INITIATIVES AND GREER GARSON THEATER FEASIBILITY STUDY.

MOTION A motion was made by Councilor Romero-Wirth, seconded by Councilor Faulkner, to approve the request.

VOTE The motion passed on a roll call vote as follows:

Councilor Castro, yes; Councilor Cassutt, yes; Councilor Lee Garcia, yes; Councilor Michael Garcia, yes; Councilor Lindell, yes: Councilor Romero-Wirth, yes; Councilor Faulkner, yes; Mayor Webber, yes.

D. REQUEST FOR APPROVAL OF AN ADMINISTRATIVE SERVICES CONTRACT WITH BLUE CROSS AND BLUE SHIELD OF NEW MEXICO FOR HEALTH BENEFITS ADMINISTRATION SERVICES IN THE AMOUNT OF $23,054,885 FOR THE FIRST YEAR EXCLUDING

NMGRT AND TOTAL AMOUNT OF $92,219,540 INCLUDING NMGRT FOR THE TERM OF THE FOUR-YEAR CONTRACT BASED ON AVAILABLE BUDGET AND SERVICES PROVIDED.

MOTION A motion was made by Councilor Romero-Wirth, seconded by Councilor Castro, to approve the request.

VOTE The motion passed on a roll call vote as follows:
Councilor Castro, yes; Councilor Cassutt, yes; Councilor Lee Garcia, yes; Councilor Michael Garcia, yes; Councilor Lindell, yes: Councilor Romero-Wirth, yes; Councilor Faulkner, yes; Mayor Webber, yes.

E. REQUEST FOR APPROVAL OF A NEW MEXICO DEPARTMENT OF FINANCE AND ADMINISTRATION (DFA) GENERAL FUND 93100 CAPITAL APPROPRIATION PROJECT GRANT 24-13136 IN THE AMOUNT OF $3,425,000 FOR SOCCER VALLEY WITH A REVERSION DATE OF JUNE 30, 2028.

Approved on consent.

F. REQUEST FOR APPROVAL OF A NEW MEXICO DEPARTMENT OF FINANCE AND ADMINISTRATION (DFA) GENERAL FUND 93100 CAPITAL APPROPRIATION PROJECT GRANT 23-H4259 IN THE AMOUNT OF $100,000, FOR PHASE 2 IMPROVEMENTS AT SOUTHWEST ACTIVITY NODE PART (SWAM PARK PHASE II) WITH A REVERSION DATE OF JUNE 30, 2025.

Approved on consent.

G. REQUEST FOR APPROVAL OF A GRANT AGREEMENT WITH THE US DEPARTMENT OF TRANSPORTATION FEDERAL TRANSIT ADMINISTRATION (FTA) FOR SECTION 5339 FUNDING FOR PUBLIC TRANSPORTATION CAPITAL FUNDING IN THE TOTAL AMOUNT OF $146,402.

Approved on consent.

H. REQUEST FOR APPROVAL OF A GRANT AGREEMENT WITH THE US DEPARTMENT OF TRANSPORTATION FEDERAL TRANSIT ADMINISTRATION (FTA) FOR SECTION 5339 FUNDING FOR PUBLIC TRANSPORTATION CAPITAL FUNDING IN THE TOTAL AMOUNT OF $166,924.

Approved on consent.

I. REQUEST FOR APPROVAL OF AMENDMENT NO. 2 TO ITEM #24-0350 WITH THE NEW MEXICO DEPARTMENT OF TRANSPORTATION (NMDOT) AVIATION DIVISION GRANT #SAF-24-01 TO INCREASE COMPENSATION BY $269,180 FOR A NEW TOTAL AMOUNT OF $6,869,180 AND TO EXTEND THE EXPIRATION DATE TO JUNE 30, 2026, FOR AIR SERVICE TERMINAL EXPANSION AND INFRASTRUCTURE IMPROVEMENTS.

Approved on consent.

J. REQUEST FOR APPROVAL OF A BUDGET AMENDMENT RESOLUTION (BAR) IN THE TOTAL AMOUNT OF $541,578 TO INCREASE WIP CONSTRUCTION, VEHICLES UNDER 1.5 TONS, AND ADDITIONAL OPERATING CATEGORIES WITH FUNDING FROM AIRPORT RESCUE GRANT 3-35-0037-057-2021.

Approved on consent.

K. REQUEST FOR APPROVAL OF A GRANT AGREEMENT WITH US DEPARTMENT OF TRANSPORTATION FEDERAL TRANSIT ADMINISTRATION (FTA) FOR SECTION 5339 FUNDING FOR PUBLIC TRANSPORTATION CAPITAL FUNDING IN THE TOTAL AMOUNT OF $143,017.

Approved on consent.

L. REQUEST FOR APPROVAL OF A BUDGET AMENDMENT RESOLUTION (BAR) IN THE TOTAL AMOUNT OF $1,503,000 TO INCREASE WIP CONSTRUCTION AND EQUIPMENT OVER $5K USING THE FY25 AIRPORT REVENUE IN EXCESS OF BUDGETED EXPENDITURES FOR THE PURCHASE OF GENERATORS, HVAC, AND THE AIRFIELD MARKING PROJECT THAT IS REQUIRED BY THE FAA.

Approved on consent.

M. REQUEST FOR APPROVAL OF A BUDGET AMENDMENT RESOLUTION (BAR) IN THE AMOUNT OF $76,000 FROM THE WATER ENTERPRISE CASH FUND TO WATER ENGINEERING SOFTWARE OVER $5,000 FOR PREDICTIVE WATER MAIN FAILURE SOFTWARE.

Approved on consent.

N. REQUEST FOR APPROVAL OF THE GRANT AGREEMENT WITH THE NEW MEXICO ENVIRONMENT DEPARTMENT IN THE TOTAL AMOUNT OF $210,000 FOR THE CAPITAL PROJECT SAP 24-I2457-GF JEMEZ ROAD SEWER WITH A REVERSION DATE OF JUNE 30, 2028.

Approved on consent.

O. REQUEST FOR APPROVAL OF AMENDMENT NO. 1 TO ITEM #24-0574 WITH GM EMULSION LLC, TO INCREASE THE COMPENSATION BY $1,000,000 FOR A NEW TOTAL CONTRACT AMOUNT OF $1,500,000 FOR SLUDGE HAULING.

Approved on consent.

P. REQUEST FOR APPROVAL OF AMENDMENT NO. 1 TO ITEM #24-0574 WITH SERRANO TRUCKING, INC. TO INCREASE THE COMPENSATION BY $1,000,000 FOR A NEW TOTAL CONTRACT AMOUNT OF $1,500,000 FOR SLUDGE HAULING.

Approved on consent.

Q. REQUEST FOR APPROVAL OF A BUDGET AMENDMENT RESOLUTION (BAR) IN THE TOTAL AMOUNT OF $150,000 FROM PAINT AND SIGN SERVICE CONTRACTS TO STREETS AND ROADWAYS CIP WIP CONSTRUCTION FOR ST. MICHAEL'S DRIVE INTERSECTION IMPROVEMENTS.

Approved on consent.

R. REQUEST FOR APPROVAL FOR A NEW MEXICO DEPARTMENT OF FINANCE AND ADMINISTRATION (DF) GENERAL FUND 93100 CAPITAL APPROPRIATION PROJECT GRANT 23-H4259 IN THE AMOUNT OF $100,000 FOR PHASE 2 IMPROVEMENTS AT SOUTHWEST ACTIVITY NODE PARK (SWAM PARK PHASE II) WITH A REVERSION DATE OF JUNE 30, 2025.

Approved on consent.

S. REQUEST FOR APPROVAL OF GENERAL SERVICE CONTRACT WITH VERTOSOFT, LLC FOR THE PURCHASE OF OPENGOV

PROCUREMENT SOLUTIONS AND IMPLEMENTATION SERVICES IN THE TOTAL AMOUNT OF $550,236.73, PLUS NMGRT, FOR A FIVE-YEAR TERM.

Approved on consent.

T. CONSIDERATION OF RESOLUTION NO. 2025-_____. A RESOLUTION AUTHORIZING THE SALE AND CONSUMPTION OF BEER AND WINE DURING THE RAILYARD PLAZA SUMMER SCENE CONCERT SPONSORED BY SITE SANTA FE ON JUNE 25, 2025. PURSUANT TO SUBSECTION 23-6.2C SFCC 1987.

MOTION A motion was made by Councilor Romero-Wirth, seconded by Councilor Castro, to approve the Resolution.

An amendment was introduced.

MOTION A motion was made by Councilor Lindell, seconded by Councilor Castro, to approve the amendment.

VOTE The motion passed on a roll call vote as follows:

Councilor Castro, yes; Councilor Cassutt, yes; Councilor Lee Garcia, yes; Councilor Michael Garcia, yes; Councilor Lindell, yes: Councilor Romero-Wirth, yes; Mayor Webber, yes.

VOTE The main motion, on the Resolution, passed on a roll call vote as follows:

Councilor Castro, yes; Councilor Cassutt, yes; Councilor Lee Garcia, yes; Councilor Michael Garcia, yes; Councilor Lindell, yes: Councilor Romero-Wirth, yes; Mayor Webber, yes.

U. CONSIDERATION OF RESOLUTION NO. 2025-_____. A RESOLUTION AUTHORIZING REPRESENTATIVES AND AGENTS FOR AN AGREEMENT WITH THE NEW MEXICO ENVIRONMENT DEPARTMENT, REGARDING AGREEMENT NUMBER SAP-24-I2458-GF, TO PLAN, DESIGN AND CONSTRUCT WASTEWATER SYSTEM IMPROVEMENTS, INCLUDING SEWER SERVICES AND A STORMWATER PLAN FOR VEREDA DE VALENCIA.

Approved on consent.

V. CONSIDERATION OF RESOLUTION NO. 2025-_____. A

RESOLUTION AUTHORIZING REPRESENTATIVES AND AGENTS FOR AN AGREEMENT WITH THE NEW MEXICO ENVIRONMENT DEPARTMENT, REGARDING AGREEMENT NUMBER SAP-24-12455-GF, TO ACQUIRE LAND FOR, AND PLAN, DESIGN, CONSTRUCT, PURCHASE, REPAIR, PERMIT, AND IMPROVE A REGIONAL WASTEWATER TREATMENT PLANT.

Approved on consent.

10. ACTION ITEMS: DISCUSSION AGENDA

A. REQUEST FOR APPROVAL OF A GENERAL SERVICES CONTRACT WITH UNIVERSITY OF NEW MEXICO ANDERSON SCHOOL CENTER FOR RESPONSIBLE ENTREPRENEURSHIP FOR ENTREPRENEURSHIP SUPPORT, TRAINING, AND ADMINISTERING AN ACCELERATOR PROGRAM IN THE TOTAL AMOUNT OF $300,000 FOR A TWO-YEAR TERM.

MOTION A motion was made by Councilor Romero-Wirth, seconded by Councilor Castro, to approve the request.

VOTE The main motion, on the Resolution, passed on a roll call vote as follows:

Councilor Castro, yes; Councilor Cassutt, yes; Councilor Lee Garcia, yes; Councilor Michael Garcia, yes; Councilor Lindell, yes: Councilor Romero-Wirth, yes; Mayor Webber, yes.

11. MATTERS FROM THE CITY MANAGER

Heard.

12. MATTERS FROM THE CITY ATTORNEY

Heard.

A. EXECUTIVE SESSION

IN ACCORDANCE WITH THE NEW MEXICO OPEN MEETINGS ACT, NMSA 1978, SECTION 10-15-1, SUBPART (H)(7), ATTORNEY-CLIENT PRIVILEGED DISCUSSION OF PENDING AND THREATENED LITIGATION, IN PARTICULAR, DISCUSSION OF *BRUCE THORNE ET AL VS. CITY OF SANTA FE (II)* D-101-DV2024-00892.

MOTION A motion was made by Councilor Romero-Wirth, seconded by Councilor Castro, to enter into Executive Session in accordance with the New Mexico Open Meetings Act, NMSA 1978, Section 10-15-1, Subpart (H)(7).

VOTE The motion passed on a roll call vote as follows:

Councilor Castro, yes; Councilor Cassutt, yes; Councilor Lee Garcia, yes; Councilor Michael Garcia, yes; Councilor Lindell, yes: Councilor Romero-Wirth, yes; Councilor Faulkner, yes; Mayor Webber, yes.

The Governing Body entered into Executive Session at 9:20 pm.

MOTION A motion was made by Councilor Romero-Wirth, seconded by Councilor Cassutt, to reconvene in open session.

VOTE The motion passed on a roll call vote as follows:

Councilor Castro, yes; Councilor Cassutt, yes; Councilor Lee Garcia, yes; Councilor Michael Garcia, yes; Councilor Lindell, yes: Councilor Romero-Wirth, yes; Councilor Faulkner, yes; Mayor Webber, yes.

The Governing Body reconvened in open session at 9:45 pm.

13. EXECUTIVE SESSION ACTION ITEMS

A. APPROVAL OF NEXT STEPS IN RELATION TO *BRUCE THORNE ET AL VS. CITY OF SANTA FE (II),* D-101-CV2024-00892.

MOTION A motion was made by Councilor Romero-Wirth, seconded by Councilor Cassutt, to accept the recommendation of the City Attorney in the matter of Bruce Thorne et al vs. City of Santa Fe (II), D-101-CV2024-00892.

VOTE The motion passed on a roll call vote as follows:

Councilor Castro, yes; Councilor Cassutt, yes; Councilor Lee Garcia, yes; Councilor Michael Garcia, yes; Councilor Lindell, yes: Councilor Romero-Wirth, yes; Councilor Faulkner, yes; Mayor Webber, yes.

14. MATTERS FROM THE CITY CLERK

Heard.

15. COMMUNICATIONS FROM THE GOVERNING BODY

Heard.

16. INTRODUCTION OF LEGISLATION

A. CONSIDERATION OF RESOLUTION NO. 2025_____. A RESOLUTION AUTHORIZING THE SALE AND CONSUMPTION OF BEER AND WINE DURING THE GREEN CHILE COUNTRY JAMBOREE IN THE RAILYARD PARK ON JULY 4TH, 2025.

This item was withdrawn.

B. CONSIDERATION OF RESOLUTION NO. 2025_____. A RESOLUTION CORRECTING THE REQUIRED PERMIT NAMED FOR RESOLUTIONS 2025-16. REGARDING THE MOVIES IN THE PARK EVENT SERIES; AND 2025-23, REGARDING THE SUMMER SCENE CONCERT EVENT SERIES, CHANGING EACH FROM A SPECIAL DISPENSER PERMIT TO A PUBLIC CELEBRATION PERMIT.

Introduced.

C. CONSIDERATION OF RESOLUTION NO. 2025_____. A RESOLUTION AMENDING THE IMMIGRATION COMMITTEE'S PURPOSE AND MEMBERSHIP.

Introduced.

D. CONSIDERATION OF RESOLUTION NO. 2025_____. A RESOLUTION AUTHORIZING THE SALE AND CONSUMPTION OF BEER AND WINE DURING THE RAILYARD PLAZA SUMMER SCENE CONCERTS SPONSORED BY THE INTERNATIONAL FOLK ART MARKET ON JULY 9, 10 AND 11, 2025, PURSUANT TO SUBSECTION 23-6.2 C SFCC 1987.

Introduced.

E. CONSIDERATION OF RESOLUTION NO. 2025_____. A RESOLUTION AUTHORIZING AND DIRECTING THE WIDENING OF ZIA ROAD TO ACCOMMODATE A NECESSARY DECELERATION LAND, USING ADJACENT, UNIMPROVED LAND COMPRISING APPROXIMATELY ONE PERCENT (1%) OF CANDELERO PARK, ON ITS FAR NORTHERN BOUNDARY; AND DIRECTING THE CITY MANAGER TO DESIGNATE AN AGENT TO APPLY FOR A LOT LINE

ADJUSTMENT AND ANY OTHER ADMINISTRATIVE STEPS REQUIRED AS THE GOVERNING BODY'S AGENT.

Introduced.

F. CONSIDERATION OF RESOLUTION NO. 2025_____. A RESOLUTION ESTABLISHING A PLAN FOR USE OF BUDGETED FUNDS TO STUDY HIRING COUNCIL STAFF.

Introduced.

18. PUBLIC COMMENT ON BILLS (FIRST PUBLIC COMMENT, NO ACTION)

None.

19. FINAL ACTION OF LEGISLATION (PUBLIC HEARING)

A. CONSIDERATION OF BILL NO. 2025-4. ADOPTION OF ORDINANCE NO. 2025-_____. A BILL AMENDING ORDINANCE NO. 2024-6 TO APPROVE THREE INDIVIDUAL LOAN AGREEMENTS WITH THE NEW MEXICO ENVIRONMENT DEPARTMENT TO BE PAID WITH REVENUES FROM EACH SYSTEM, RESPECTIVELY: (1) A WASTEWATER PROJECT LOAN AGREEMENT; (2) A WATER PROJECT LOAN AGREEMENT; AND (3) A SOLID WASTE COLLECTION PROJECT LOAN AGREEMENT; INCORPORATING DEFECTIONS AND COVENANTS RELATING TO WASTEWATER, WATER, AND SOLID WASTE SYSTEM DEBT OBLIGATIONS IN EACH LOAN AGREEMENT, RESPECTIVELY, BY REFERENCE HEREIN; RATIFYING PRIOR ACTION CONSISTENT WITH THE PROVISIONS HEREOF; AND REPEALING PRIOR ACTION INCONSISTENT WITH THE PROVISIONS HEREOF, BUT ONLY TO THE EXTENT OF SUCH INCONSISTENCY.

There was no public comment on the Bill.

MOTION A motion was made by Councilor Romero-Wirth, seconded by Councilor Faulkner, to approve Bill No. 2025-04.

An amendment was introduced.

MOTION A motion was made by Councilor Romero-Wirth, seconded by Councilor Faulkner, to approve the amendment.

VOTE The motion passed on a roll call vote as follows:

Councilor Castro, yes; Councilor Cassutt, yes; Councilor Lee Garcia, yes; Councilor Michael Garcia, yes; Councilor Lindell, yes: Councilor Romero-Wirth, yes; Councilor Faulkner, yes; Mayor Webber, yes.

VOTE The main motion, on the Bill, passed on a roll call vote as follows:

Councilor Castro, yes; Councilor Cassutt, yes; Councilor Lee Garcia, yes; Councilor Michael Garcia, yes; Councilor Lindell, yes: Councilor Romero-Wirth, yes; Councilor Faulkner, yes; Mayor Webber, yes.

B. CONSIDERATION OF BILL NO. 2025-7. ADOPTION OF ORDINANCE NO. 2025-_____. A BILL REGARDING ANNUAL BUDGETS INCLUDING MULTI-YEAR APPROPRIATIONS; AMENDING SECTION 11-2.1 TO CONFORM WITH THE CITY'S CHARTER; ESTABLISH MULTI-YEAR APPROPRIATIONS OF CAPITAL OUTLAY, GRANT-FUNDED PROJECTS, AND "SPECIAL APPROPRIATIONS", AND EFFECTIVE DECEMBER 31, 2025, AMENDING SECTION 11-2.4 TO SUNSET THE FINANCE DIRECTOR'S BUDGET AMENDMENT AUTHORITY TO CARRY OVER CERTAIN UNEXPENDED APPROPRIATIONS INTO THE NEXT FISCAL YEAR.

There was no public comment on the Bill.

MOTION A motion was made by Councilor Romero-Wirth, seconded by Councilor Castro, to approve Bill No. 2025-7.

VOTE The motion passed on a roll call vote as follows:

Councilor Castro, yes; Councilor Cassutt, yes; Councilor Lee Garcia, yes; Councilor Michael Garcia, yes; Councilor Lindell, yes: Councilor Romero-Wirth, yes; Councilor Faulkner, yes; Mayor Webber, yes.

20. PUBLIC HEARINGS (LAND USE CASES, APPEALS AND OTHER ITEMS REQUIRED TO HAVE A PUBLIC HEARING)

None.

21. APPOINTMENTS

A. WATER CONSERVATION COMMITTEE

- ABBEY FELDMAN - APPOINTMENT - TERM ENDING 07/2027

- LORI ROCHELLE - APPOINTMENT - TERM ENDING 07/2027
- ROBERT D. COOMBE - APPOINTMENT - TERM ENDING 07/2027

MOTION A motion was made by Councilor Romero-Wirth, seconded by Councilor Cassutt, to approve the appointments to the Water Conservation Committee.

VOTE The motion passed on a roll call vote as follows:

Councilor Castro, yes; Councilor Cassutt, yes; Councilor Lee Garcia, yes; Councilor Michael Garcia, yes; Councilor Lindell, yes: Councilor Romero-Wirth, yes; Councilor Faulkner, yes; Mayor Webber, yes.

B. ECONOMIC DEVELOPMENT ADVISORY COMMITTEE

- AVA SALMAN - APPOINTMENT - TERM ENDING 06/2027

MOTION A motion was made by Councilor Cassutt, seconded by Councilor Faulkner, to approve the appointment to the Economic Development Advisory Committee.

VOTE The motion passed on a roll call vote as follows:

Councilor Castro, yes; Councilor Cassutt, yes; Councilor Lee Garcia, yes; Councilor Michael Garcia, yes; Councilor Lindell, yes: Councilor Romero-Wirth, yes; Councilor Faulkner, yes; Mayor Webber, yes.

C. BICYCLING AND PEDESTRIANS ADVISORY COMMITTEE

- HELEN WANG - APPOINTMENT - TERM ENDING 06/2027
- MARC MCCONNELL - APPOINTMENT - TERM ENDING 06/2027

MOTION A motion was made by Councilor Faulkner, seconded by Councilor Michael Garcia, to approve the appointments to the Bicycling and Pedestrians Advisory Committee.

VOTE The motion passed on a roll call vote as follows:

Councilor Castro, yes; Councilor Cassutt, yes; Councilor Lee Garcia, yes; Councilor Michael Garcia, yes; Councilor Lindell, yes: Councilor Romero-Wirth, yes; Councilor Faulkner, yes; Mayor Webber, yes.

D. PLANNING COMMISSION

- SCOTT BARBER - DISTRICT 4 - APPOINTMENT - TERM ENDING 06/2027
- KELLY MCREYNOLDS - DISTRICT 1 - TERM ENDING 06/2027

MOTION A motion was made by Councilor Romero-Wirth, seconded by Councilor Cassutt, to approve the appointments to the Planning Commission.

VOTE The motion passed on a roll call vote as follows:

Councilor Castro, yes; Councilor Cassutt, yes; Councilor Lee Garcia, yes; Councilor Michael Garcia, yes; Councilor Lindell, yes: Councilor Romero-Wirth, yes; Councilor Faulkner, yes; Mayor Webber, yes.

E. SANTA FE FILM AND DIGITAL MEDIA COUNCIL

- DEZBAA HENDERSON - REAPPOINTMENT - TERM ENDING 03/2026
- JAYDIN MARTINEZ - REAPPOINTMENT - TERM ENDING 03/2026
- MARK GLASER - REAPPOINTMENT - TERM ENDING 03/2026
- SIENA BERGT - REAPPOINTMENT - TERM ENDING 03/2026
- TARA TOVAREK - REAPPOINTMENT - TERM ENDING 03/2026
- BARBARA BENTREE - APPOINTMENT - TERM ENDING 03/2027
- JAMES CRESSANTHIS - APPOINTMENT - TERM ENDING 03/2027
- LISETTE BAILEY - APPOINTMENT - TERM ENDING 03/2027
- TALIA PURA - APPOINTMENT - TERM ENDING 03/2027
- MAX WALUKAS - APPOINTMENT - TERM ENDING 03/2027

MOTION A motion was made by Councilor Romero-Wirth, seconded by Councilor Faulkner, to approve the appointments to the Santa Fe Film and Digital Media Council.

VOTE The motion passed on a roll call vote as follows:

Councilor Castro, yes; Councilor Cassutt, yes; Councilor Lee Garcia, yes; Councilor Michael Garcia, yes; Councilor Lindell, yes: Councilor Romero-Wirth, yes; Councilor Faulkner, yes; Mayor Webber, yes.

22. ADJOURN

There being no further business before the Governing Body, the meeting adjourned at 10:15 pm.

_____
Mayor Alan Webber

Attested To By:

_____
Andréa Salazar, City Clerk

Respectfully Submitted By:

Elizabeth Martin
Elizabeth Martin (Apr 25, 2025 10:10 MDT)
_____
Elizabeth Martin
Stenographer

GOVERNING BODY MEETING
EXECUTIVE SESSION
April 9, 2025

The Governing Body of the City of Santa Fe met in an executive session duly called on April 9, 2025, beginning at 9:29 p.m.

The following was discussed:

In Accordance with the New Mexico Open Meetings Act, NMSA 1978, Section 10-15-1, Subpart (H)(7), Attorney-Client Privileged Discussion of Pending and Threatened Litigation, in Particular, Discussion of *Bruce Throne et al vs. City of Santa Fe (II)*, D-101-CV2024-00892. (Erin K. McSherry, City Attorney; ekmcsherry@santafenm.gov)

PRESENT
Mayor Webber
Councilor Lindell
Councilor Castro
Councilor M. Garcia
Councilor Romero-Wirth
Councilor L. Garcia
Councilor Faulkner
Councilor Cassutt

STAFF PRESENT
Mark Scott, City Manager
Erin McSherry City Attorney
Andréa Salazar, City Clerk/Director of Community Engagement
Rebecca Mnuk-Hermann, Assistant City Attorney
Heather Lamboy, Land Use Director

There being no further business to discuss, the executive session was adjourned at 9:43 p.m.

ANDREA SALAZAR (Apr 24, 2025 13:06 MDT)

Andréa Salazar, City Clerk/Director of Community Engagement

CITY OF SANTA FE
LIQUOR LICENSE HEARING OFFICER

Recommended
Findings of Fact and Conclusions of Law

Lic. No./Appl. No.: BLA-0000005276
Name of Applicant: J&J Retirement, LLC
Doing Business As: Joe's Dining and Pizza
Proposed Location: 2801 Rodeo Rd., Suite A5, Santa Fe, NM 87507

THIS MATTER came before the Liquor License Hearing Officer for public hearing on **April 22, 2025** at 4:00 PM by video hearing, on the application of **J&J Retirement, LLC** (Applicant) for:

1. Consideration of a Request from J&J Retirement, LLC dba Joe's Dining & Pizza for a Restaurant B (Beer, Wine and Spirits) Liquor License with on-premises consumption only and patio service.

The Hearing Officer recommends that the Governing Body adopt the following findings of fact and conclusions of law.

After reviewing the record, conducting a public hearing and having provided an opportunity to be heard from city staff, the Applicant and any interested persons, the Hearing Officer hereby proposes that the Governing Body find as follows:

FINDINGS OF FACT

1. Staff submitted a packet containing the following, which was reviewed by the Hearing Officer and relied on in making these findings:

    a. April 16, 2025 letter from Julie Rasmussen, Administrative Assistant, City Clerk's Office
    b. March 11, 2025 letter from New Mexico Regulation and Licensing Department, Alcohol and Gaming Division (NMRLD/AGD) Hearing Officer Charmaine Matinez to the City of Santa Fe granting preliminary approval and forwarding the application to the City for local option district approval or disapproval.
    c. Restaurant B Intake application with Business, Premises, and Payment information
    d. February 7, 2025 zoning verification from Land Use Planner Stephanie Perea, confirming that the property is SC-3 Shopping Center District and is not located within an overlay district.
    e. Site plan

f. Notices of Public Hearing (*Santa Fe New Mexican*, City of Santa Fe website, letter to Applicant from City Clerk)
g. Applicant supplemental information
h. Staff verification supplemental information
i. Vicinity map
j. March 27, 2025 memo from Jason Sena, Zoning and Code Enforcement Supervisor determining that there will not be a substantial change in litter and noise.
k. Santa Fe Land Development Code Table of Permitted Uses and zoning district map
l. 300' buffer map

2. City Clerk staff member Julie Rasmussen presented the application.
3. Applicant was represented by Marge Chickering.
4. Applicant was offered the opportunity to present testimony or evidence.
5. No members of the public appeared to testify.
6. Notice of the Application, including the date, time and place of the hearing, the name and address of the licensee, the action proposed to be taken by the department, the location of the licensee's premises and such other information as may be required by the department was published in the *Santa Fe New Mexican*, which is a newspaper of general circulation within the territorial limits of the governing body, on March 24, 2025 and March 31, 2025 and on the City's website.
7. The Application is for a Restaurant B (Beer, Wine and Spirits) Liquor License with on-premises consumption and patio service, located at 2801 Rodeo Rd., Suite A5, Santa Fe, NM 87507
8. There is no record of violations.
9. The business is expected to be open Tues to Sat from approximately 8:00 am to 8:00 pm and Sun 8:00am to 2:30 pm.
10. The business is expected to serve 150 customers.
11. Traffic is not expected to significantly increase, and the Public Works Director has found that it does not appear that approval will create unacceptable traffic impacts.
12. The proposed location is not expected to cause a substantial change in litter or noise.
13. The proposed location is not within an area where sale of alcoholic beverages is prohibited by the laws of New Mexico.
14. The applicant is in compliance with all Land Use Codes, and issuance or transfer will not be in violation of a zoning or other ordinance of the governing body, once applicant complies with conditions of approval.
15. Issuance or transfer will not be detrimental to the public health, safety or morals of the residents of the local option district.
16. The hearing was recorded and a copy of the recording is made a part of the record.

CONCLUSIONS OF LAW

Under the circumstances and given the evidence and testimony submitted during the hearing, the Hearing Officer CONCLUDES:

1. Notice of the Application was properly given by publication, mail and posting on the website pursuant to Section 60-6B-4(D).
2. The governing body may disapprove a transfer or issuance only if individuals opposing the transfer or issuance provide positive evidence showing that the transfer or issuance would be detrimental to the health, safety or morals of the community. This evidence must be based on authentic, relevant facts related to s specific prospective licensee and specific location. *The Southland Corporation v. Manzagol*, 1994-NMSC-099, 118 N.M. 423
3. The Applicant does not have the burden to prove that the transfer would not be detrimental to the health, safety or morals of the residents of the local option district. *Dick v. City of Portales*, 1994-NMSC-092, 118 N.M. 541.
4. The Application meets the requirements of §60-6B-4(F)(2).

CONDITIONS OF APPROVAL

1. Applicant is required to comply with all City of Santa Fe ordinances.

WHEREFORE, the Liquor License Hearing Officer recommends to the Governing Body that the Application be **APPROVED**.

/s/ Renee Barela-Gutierrez Date: 04/22/2025
Renee Barela-Gutierrez

City of Santa Fe, New Mexico

memo

DATE: April 16, 2025

TO: Renee Barela-Gutierrez, Liquor Hearing Officer

VIA: Geralyn F. Cardenas, Deputy City Clerk

FROM: Julie Rasmussen, Administrative Assistant, City Clerk's Office

ITEM & ISSUE:

Request from J&J Retirement, LLC dba Joe's Dining & Pizza for Restaurant B (Beer, Wine & Spirits) Liquor License with On-Premises Consumption Only with Patio Service.

BACKGROUND AND SUMMARY:

The applicant has requested a Restaurant B (Beer, Wine & Spirits) Liquor License with On-Premises Consumption Only with Patio Service, to be located at Joe's Dining & Pizza, 2801 Rodeo Road Suite A5. This location is not within 300 feet of a church or school.

Attached are staff reports regarding litter, noise, and traffic. Staff does not anticipate a substantial change in litter and noise, or any unacceptable traffic impacts due to the approval of this request.

Additionally, as a condition of doing business in the city, staff is recommending that it be noted that the applicant is required to comply with all city ordinances.

ACTION REQUESTED:

Consideration of the above request.

Attachments:
Alcoholic Beverage Control Application
Notice of Public Hearing and Publications
Website Notice of Public Hearing
Applicant's Proof of Publication
Letter to Applicant
Staff Reports

NMRLD
NEW MEXICO
REGULATION &
LICENSING DEPARTMENT

STATE OF NEW MEXICO
MICHELLE LUJAN GRISHAM, GOVERNOR
Clay Bailey, Superintendent
Phillip Sanchez, Director

RCVD - CITY CLERK
'25 MAR 17

March 11, 2025

Certified Mail No.: 7021 2720 0001 2205 1204

City of Santa Fe
Attn: Andrea Salazar
City Clerk and Director of Community
PO Box 909
Santa Fe, NM 87504-0909

Lic. No. /Appl. No.:	**BLA-0000005276**
Name of Applicant:	J&J Retirement, LLC
Doing Business As:	Joe's Dining & Pizza
Proposed Location:	2801 Rodeo Road, Suite A5, Santa Fe, New Mexico 87507

The Director of the Alcoholic Beverage Control Division (ABC) has reviewed the referenced Application and granted **Preliminary Approval.** It is being forwarded to you for Local Option District approval or disapproval of the Liquor License Application.

Notice of the Public Hearing required by the Liquor Control Act **shall be given by the governing body by publishing a notice** of the date, time, and place of the hearing **twice during the 30 days prior to the hearing** in a newspaper of general circulation within the territorial limits of the governing body. **The first notice must be published at least thirty (30) days before the hearing. Both publications must occur before a hearing can be conducted.** The notice shall include:

(A) Name and address of the Applicant/Licensee;
(B) The action proposed to be taken;
(C) The location of the licensed premises.

In addition, if the Local Option District has a website, **the Notice shall also be published on the website.**

While the law states that "within forty-five (45) days after receipt of a Notice from the Alcoholic Beverage Control, the governing body shall hold a Public Hearing in the question of whether the department should approve the proposed issuance or transfer", we recognize the potential for conflict between the requirement for publication of 30 day notice and the 45 day hearing requirement.

With that in mind, when a local governing body receives a liquor license application from ABC, that governing body has a couple of options:

1) Hold a hearing on the license application within the statutory time frame of forty-five (45) days, as required by the Liquor Control Act, and comply with all other statutory and regulatory procedures and notify ABC of your decision within thirty (30) days of the hearing;

2) Request from ABC an extension of time, past the forty-five (45) days, designating how much additional time will be needed to conduct the hearing in compliance with all statutory and regulatory procedures. After the extension is granted and the hearing is held, notify ABC of your decision within thirty (30) days of the hearing;
ABC has no preference in the option you choose.

The governing body is required to send notice by certified mail to the Applicant of the date, time, and place of the Public Hearing. The governing body may designate a Hearing Officer to conduct the hearing. **A record shall be made** of the hearing.

THE APPLICANT IS SEEKING RESTAURANT B – BEER, WINE AND SPIRITS LIQUOR LICENSE WITH ON PREMISES CONSUMPTION ONLY WITH PATIO SERVICE

Within thirty (30) days after the Public Hearing, the governing body shall notify ABC of their decision to approve or disapprove the issuance or transfer of the license by signing the enclosed original Page 1 of the Application. The original Page 1 of the Application must be returned together with the notices of publication. **If the Governing Body fails to either approve or disapprove the issuance or transfer of the license within thirty days after the Public Hearing, the Director may issue the license.**

If the Governing Body disapproves the issuance or transfer of the license, it shall notify ABC within thirty (30) days setting forth the reasons for the disapproval. A copy of the Minutes of the Public Hearing shall be submitted to ABC with the Notice of Disapproval (*Page 1 of the Application, noting disapproval*).

Respectfully,

Charmaine Martinez
Admin Law Judge | Hearing Officer
NM Regulation & Licensing Department
Alcoholic Beverage Control Division
Phone: (505) 476-4804 Fax: (505) 476-4595
Email: Charmaine.Martinez2@rld.nm.gov

Enclosures:
1. Page 1 (Business Information Page) (*must be signed and returned w/notices of publication*)
2. Page 2 (Premises Information Page)
3. Copy of the Zoning Statement
4. Copy of Floor Plan

NMRLD
NEW MEXICO REGULATION & LICENSING DEPARTMENT

Alcoholic Beverage Control Division

Restaurant B Intake Application

Application Number: BLA-0000005276

NMRLD
NEW MEXICO REGULATION & LICENSING DEPARTMENT

Business Information

Business Information

Business Name: J&J Retirement LLC
Type of Business: Alcohol
Business Structure: Limited Liability Company
FEIN: XX-XXX3275
State Tax ID Number: XX-XXXXX6-00-6
Business Email: jgarofalo@hotmail.com
Business Phone: 5054713802

Contact Person Information

Contact Person Name: Marge Chickering
Contact Person Phone: 5059273245
Contact Person Email: marge@nmlicensingassociates.com

Business Mailing Address

Mailing Street: 2461 Camino Capitan
Mailing City: Santa Fe
Mailing State: NM
Mailing Zip Code: 87505
Mailing Country: US

Local Option District Use Only: Local Governing Body of _____ City, County, Village

Public Hearing held on _____ 20_____ Please check one: ☐ Approved ☐ Disapproved

Signature of City/County Official: _____ Title: _____

Alcoholic Beverage Control Division Use Only: ☐ Approved ☐ Disapproved _____

Signed by Director: _____ Date: _____

Alcoholic Beverage Control Division

Restaurant B Intake Application

Application Number: BLA-0000005276

NMRLD
NEW MEXICO REGULATION & LICENSING DEPARTMENT

Premises Information

Premises DBA

Premises Doing Business As (DBA):Joe's Dining & Pizza

Proposed Premises Physical Address

Physical Street: 2801 RODEO RD. SUITE A5
Physical City: Santa Fe
Physical Zip Code: 87507
Physical State: New Mexico
Physical County: Santa Fe
Local Option District: Santa Fe City
"Local Option District" means a county that has voted to approve the sale, serving or public consumption of alcoholic beverages, OR an incorporated municipality that falls within a county that has voted to approve the sale, serving or public consumption of alcoholic beverages, OR an incorporated municipality of over five thousand population that has independently voted to approve the sale, serving or public consumption of alcoholic beverages under the terms of the Liquor Control Act or any former act.

Ownership

The land and building which is proposed to be the licensed premises is: Owned by Applicant
The following information is required to ensure the issuance of a license to this location will not result in the violation of a county or municipal ordinance.

Zoning

Is the proposed premises location zoned? Yes
You will be required to upload "Copy of Zoning Statement" issued by the local municipality or county. If not applicable, you will be required to upload "Copy of Zoning Statement" or Letter from local government to indicate that there is no zoning for the proposed location.
Specify the zone for proposed premises location (example C-1).: SC-1

Distance from nearest School

Name of School: Kearny Elementary School
School Street: 901 Avenida de las Campanas
School City: Santa Fe
School State: New Mexico
School Zip Code: 87507
School Country: United States
School Distance (in feet): More than 1000
Specify the shortest direct line distance from the nearest point of the proposed premises to the nearest point of the property line of the school.

Distance from nearest Church

Name of Church: Grace Community Church
Church Street: 2247 Camino Carlos Rey
Church City: Santa Fe
Church State: New Mexico
Church Zip Code: 87507
Church Country: United States
Church Distance (in feet): More than 1000
Specify the shortest direct line distance from the nearest point of the proposed premises to the nearest point of the property line of the church.

Premises Information 2

Please specify the appropriate option for the premises that you have specified in the application?

☐ A license has never been issued to the location of the proposed premises.
☐ A license was once issued to the location of the proposed premises but is no longer being operated at the location.
☐ Alcohol operations are currently being performed at the proposed premises by the applicant business.
☑ Alcohol operations are currently being performed at the proposed premises by a business other than the applicant business.

Please provide more details for the option selected in above question?

You can specify more details such as license has become expired non-renewable, business ownership has changed, planning to extend operations of existing premises or planning to buy premises etc.

Current License #RES-000537. current owner. JDAP, INC business is in the process of being sold, applicant has a sales agreement

Licenses at Proposed Premises

Please specify the active New Mexico licenses currently held by the proposed premises.

If you need to view, edit, or delete any records, click the down arrow under action for that specific record.

License Number: RES-000537 License Type: Restaurant

Questions

Has the applicant business ever had a liquor license denied, suspended, revoked, surrendered, or had any other form of discipline or disciplinary action by a licensing agency in another state or jurisdiction?	No
Has the structure and/or ownership disclosure for the applicant business changed since last reported to the department?	No
Does the applicant business own any (direct/indirect) interest in a liquor license?	Yes

List of Active Business Licenses in Other States

No records to display.

List of Active Business Licenses in New Mexico

No records to display.

NMRLD
NEW MEXICO
REGULATION &
LICENSING DEPARTMENT

Alcoholic Beverage Control Division

Restaurant B Intake Application

Application Number: BLA-0000005276

NMRLD
NEW MEXICO
REGULATION &
LICENSING DEPARTMENT

Payment

Fee Name	Fee Amount
Application Fee	200.00
Resident Agent Fee	50.00
Total Fee Amount:	**250.00**

Attestation/Oath

Under penalty of perjury, I hereby depose and state that I am the person identified in this application and the information given by me is true and complete to the best of my knowledge and belief. I understand that any information contained in this application may be investigated and any false or dishonest answer to any question in this application may be grounds for denial or revocation of my license.

Attestation Signature: J&J Retirement LLC Date: 02/04/2025

City of Santa Fe, New Mexico

200 Lincoln Avenue, P.O. Box 909, Santa Fe, N.M. 87504-0909
www.santafenm.gov

Alan Webber, Mayor

Councilors:
Signe I. Lindell, Mayor Pro Tem, District 1
Alma G. Castro, District 1
Michael J. Garcia, District 2
Carol Romero-Wirth, District 2
Lee Garcia, District 3
Pilar F.H. Faulkner, District 3
Jamie Cassutt, District 4
Amanda Chavez, District 4

February 7, 2025

Marge Chickering
NM Licensing Associates
64B County Road 84B
Santa Fe, NM 87506

Subject: Zoning Verification for Joe's Dining & Pizza located at 2801 Rodeo Road, Santa Fe, NM

Dear Ms. Chickering:

This letter provides zoning verification on the above referenced property. According to the Official Zoning Map this property is located within the SC-1 Shopping Center District and is not located in any overlay district.

14-4.3 (K) SC Planned Shopping Districts
(a) The purpose of the SC districts is to provide new neighborhood, community, and regional shopping centers. The SC-1, SC-2 and SC-3 districts are intended for a unified grouping, in one or more buildings , of retail establishments, stores and services that provide for the regular needs and convenience of families residing in the adjacent residential neighborhoods or in the larger community.
(b) The purpose of the SC districts also is to allow uses and structures customarily accessory and clearly incidental and subordinate to the permitted principal uses and structures as stated and restricted in Subsection 14-4.3(K)(1)(a); provided that the accessory uses and structures are in keeping with the character of the district.
(c) The further purpose of the SC districts is that the three types of SC districts are defined and distinguished by scale of development, using trade area, market and number and variety of retail establishments to determine whether the district should be zoned SC-1, SC-2 or SC-3 as follows:
i. SC-1 neighborhood shopping center district:
a. 1) radius of trade area is approximately one to one and one-half miles:
b. 2) minimum market is approximately one thousand families: and c. 3) composition of center is five to ten retail establishments, the major store is usually a supermarket or pharmacy; other retail establishments include those offering convenience goods and personal services, not including auto repair, filling stations or residential uses:

Full-service restaurants which may or may not have patio services, with alcohol service for on-site consumption are permitted uses in the SC-1 zoning district.

For additional information, please reference City of Santa Fe Chapter 14 SFCC regarding these districts (Chapter 14-4 – Zoning Districts/14-6 Permitted Uses) https://library.municode.com/nm/santa_fe. All uses are subject to compliance with applicable development standards such as parking, lot coverage, etc.

Note: The information provided in this letter is solely derived from the Official Zoning Map and the minimum requirements set forth in Chapter 14, SFCC 1987. This letter intends to provide advice regarding zoning regulations. It is not the intent to state that the subject property complies with zoning requirements. Occupancy is determined based on zoning compliance at the time of building permit or certificate of occupancy, whichever applies. Additionally, it is not the intent to interfere with or to abrogate or annul any official document including conditions or safeguards made a part of the subject property at the time of any public hearings. Applicants are advised to pursue an independent search of official documents.

If you have any further questions, please contact me at sjperea@santafenm.gov.

Stephanie Perea

Stephanie Perea
Land Use Planner
City of Santa Fe, New Mexico

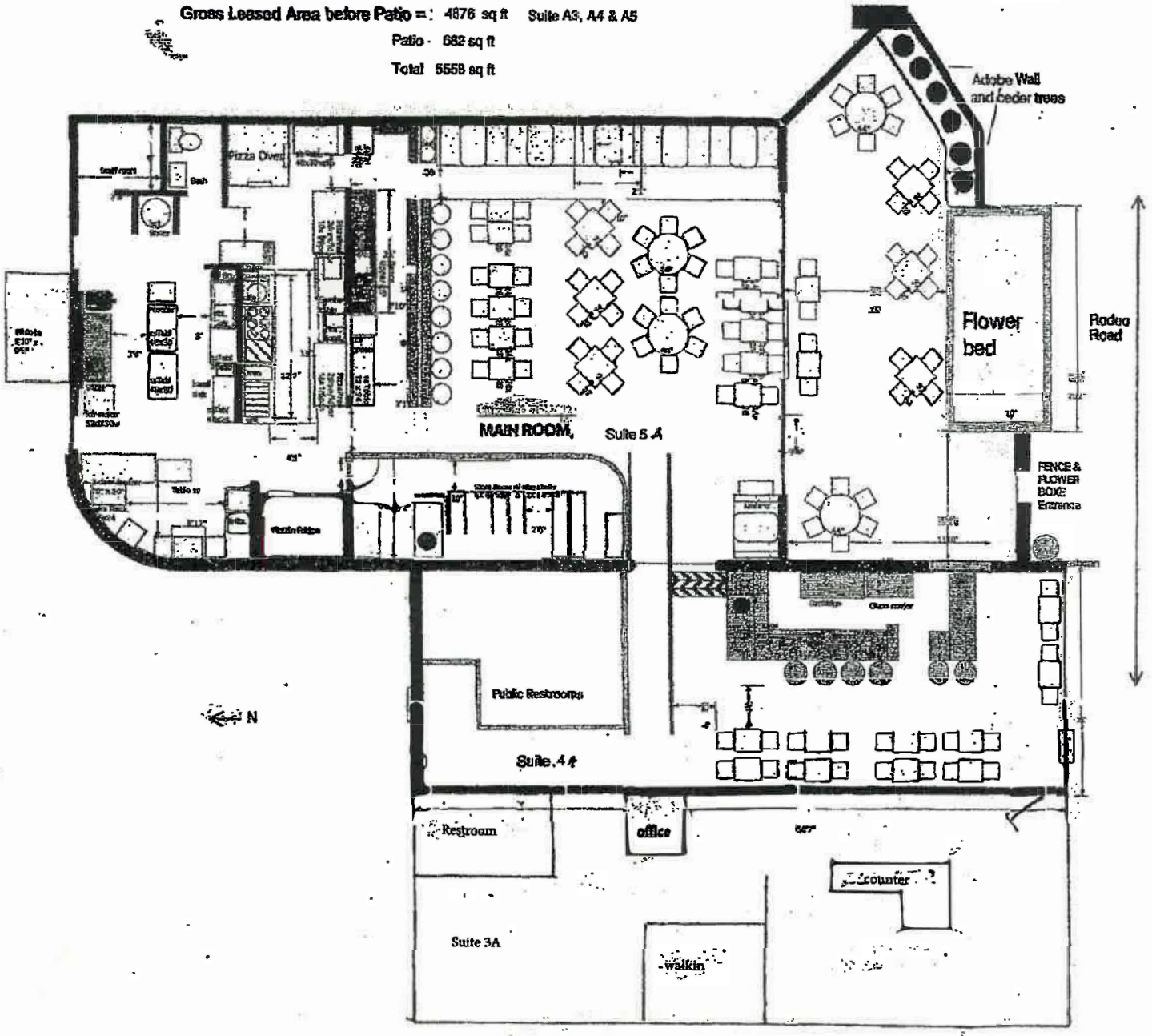
J&J Retirement LLC
Joe's Dining & Pizza

Joe's Dining & Pizza, 2801 Rodeo Rd. - Suite 5, Santa Fe 87507

Gross Leased Area before Patio = : 4876 sq ft Suite A3, A4 & A5

Patio - 682 sq ft

Total 5558 sq ft



SANTA FE NEW MEXICAN

Founded 1849

NM LICENSING ASSOCIATES
87 Tulane Rd
Venice, FL 34293-6552

ACCOUNT:	STNLA
AD NUMBER:	92854
TAG LINE	LEGAL #93737
P.O.#:	

2 TIME(S)	$84.50
AFFIDAVIT	10.00
TAX	7.74
TOTAL	102.24

AFFIDAVIT OF PUBLICATION

STATE OF NEW MEXICO
COUNTY OF SANTA FE

I, Alejandra Molina, being first duly sworn declare and say that I am Legal Advertising Representative of THE SANTA FE NEW MEXICAN, a daily newspaper published in the English language, and having a general circulation in the Counties of Santa Fe, Rio Arriba, San Miguel, and Los Alamos, State of New Mexico and being a newspaper duly qualified to publish legal notices and advertisements under the provisions of Chapter 167 on Session Laws of 1937; that the Legal No 93737 a copy of which is hereto attached was published in said newspaper 2 day(s) between 03/24/2025 and 03/31/2025 and that the notice was published in the newspaper proper and not in any supplement; the first date of publication being on the 24th day of March, 2025 and that the undersigned has personal knowledge of the matter and things set forth in this affidavit.

ISI _____
LEGAL ADVERTISEMENT RESPRESENTATIVE

Subscribed and sworn to before me on this 31st day of March, 2025

Notary Susan Larine Cahoon

Commission Expires: 11/5/2028

State of New Mexico
Notary Public
Susan Larine Cahoon
Commission Number 1132046
Expiration Date 11/5/2028

LEGAL #93737

NOTICE OF PUBLIC HEARING

Notice is hereby given that the City of Santa Fe Liquor Hearing Officer will hold a public hearing at 4:00 PM on Tuesday, April 22, 2025.

The purpose of this hearing is to discuss a request from J&J Retirement, LLC, for Restaurant B-Beer, Wine and Spirits Liquor License with on Premises Consumption only with Patio Service, to be located at Joe's Dinning & Pizza, 2801 Rodeo Road, Suite A5, Santa Fe.

Virtual meeting information will be posted on the City of Santa Fe's Weekly Meeting List at least seventy-two (72) hours before the meeting at https://www.santafenm.gov/weekly_meeting_list_agendas.

/s/ Andréa Salazar
City Clerk and Director of Community Engagement

PUB: Mar. 24, 31, 2025.

LEGAL #93737

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City Clerk and Director of Community Engagement

PUB: Mar. 24, 31, 2025.

City of Santa Fe, New Mexico

200 Lincoln Avenue, P.O. Box 909, Santa Fe, N.M. 87504-0909
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Michael J. Garcia, District 2
Carol Romero-Wirth, District 2
Lee Garcia, District 3
Pilar F.H. Faulkner, District 3
Jamie Cassutt, District 4
Amanda Chavez, District 4

VIA EMAIL: Jgarofalo@hotmail.com
marge@nmlicensingassociates.com

04/08/2025

Joe's Dining and Pizza
2801 Rodeo Road Suite A-5
Santa Fe, New Mexico 87507

RE: Request from J & J Retirement, LLC dba Joe's Dining and Pizza, for a Type B Liquor License with On-Premises Consumption Only with Patio Service, to be Located at 2801 Rodeo Road Suite A5, Santa Fe, NM 87507.

Good Day,

The public hearing before the City of Santa Fe Liquor Hearing Officer for the above referenced request has been set for Tuesday, April 22, 2025, at 4:00 pm. This will be a virtual hearing via Zoom. We will email you the meeting invite on the morning of the hearing.

The City of Santa Fe's Governing Body will consider the Liquor Hearing Officer's recommendation at their April 30, 2025, meeting.

Attached is a copy of the Notice of Public Hearing.

Should you have *any* questions, or require anything further from our office, please do not hesitate to call me at 505-955-6520.

Sincerely,

Geralyn F. Cardenas
Deputy City Clerk

Applicant Supplemental Information Form

1. **Name of Applicant:** J & J Retirement LLC
   D/B/A Name to be used: Joe's Dining and Pizza
   Proposed License Location: 2801 Rodeo Rd, Suite A5, Santa Fe 87507
   Telephone number: (505) 471-3800
   Email: JGAROFALO@hotmail.com

2. **Type of liquor license request:**
   - [X] New License (indicate type: Restaurant B - Beer, Wine & Spirits)
   - [ ] Transfer of location (indicate type: _____)
   - [ ] Transfer of ownership (indicate type: _____)
   - [ ] Transfer of ownership and location (indicate type: _____)

3. **Are alcoholic beverages currently being dispensed at the proposed location?**
   - [X] Yes (If yes, License # and Type: # RES - 000537 Restaurant A + Spirits)
   - [ ] No

4. **Were alcoholic beverages previously dispensed by the requesting business?**
   - [ ] Yes (If yes, License # and address where alcohol was being dispensed: _____)
   - [X] No

5. **Does this business have any record of violation?**
   - [ ] Yes (If yes, please explain: _____.)
   - [X] No

6. **What are the current/previous and proposed hours of operation of this business?**
   Current/Previous Hours of Operation: Tue - Sat 8am-8pm, Sun 8am-2:30, Mon-closed
   Proposed Hours of Operation: Same as current hours

7. **Is an outdoor seating/patio area included in the licenses premise?**
   - [X] Yes (If yes, is the area fully enclosed? [X] Yes [ ] No)
   - [ ] No

8. **What, if any, are the anticipated peak days and times at the proposed business location?**

What days? Friday & Saturday - dinner.

What times? 5pm - 8pm.

9. **Do you have a business license with the City of Santa Fe?**

☐ Yes (If yes, what is your License #? _____)

☒ No (*Please contact the Business Licensing Department at 505-955-6551 to obtain a business license.*) Contacted

10. **Do you have a posted occupant load issued by the City of Santa Fe Fire Department?**

☐ Yes (If yes, what is your occupant load issued for your business? _____)

☒ No (*Please contact the City of Santa Fe Fire Department - 505-955-3310 to schedule your inspection*)

11. **Have you been issued a Certificate of Compliance from the City of Santa Fe Fire Department?**

☐ Yes (If yes, what is the date the Certificate was issued? _____)

☒ No (*Please contact the City of Santa Fe Fire Department - 505-955-3310 to schedule your inspection*)

12. **Please indicate the anticipated daily occupant load due to the sale of alcohol at this location:**

150.

13. **Please indicate the anticipated change in business volume due to the sale of alcohol and explain:**

☐ Business is expected to increase (additional number of customers per day: _____).

☐ Business is expected to decrease (loss of customers per day: _____).

☒ Business is expected to remain the same.

* Please explain your answer: Restaurant is currently serving alcohol and no change to hours.

14. **Indicate which of the following statements best reflects your opinion regarding traffic impacts if this request is approved and explain:**

☐ Traffic can be expected to increase on adjacent streets.

☒ Traffic will not increase on adjacent streets.

* Please explain your answer: Same hours and currently serving alcohol, no expected increase.

Name of person completing this form: Marge Chickering, Representative

Telephone number: 505-927-3245

Date: 3/19/25 marge@NMLICENSINGASSOCIATES.com

Applicant J&J Retirement, LLC (DBA Joe's Dining & Pizza **Proposed Location:** 2801 Rodeo Road, Suite A5

(FOR CITY USE ONLY)

Based on the information provided and review of City Reports, staff has found the following in accordance with Ordinance (4-4.3):

Geographic Information System Mapping (GIS) Department

☐ Yes, this business is located within three hundred (300) feet of a church and/or school. *A waiver of the 300 foot location restriction will be requested.*

☑ No, this business is not located within three hundred (300) feet of a church and/or school.

(Please see attached map indicating whether the proposed licensed premise is within three hundred (300) feet of a church and/or school.)

Business Licensing Department

☑ Yes, the requesting business has a business license issued by the City of Santa Fe. License #239885

☐ No, the requesting business does not have a business license issued by the City of Santa Fe.

Code Enforcement Department

☑ Yes, the applicant is in compliance with all Land Use Codes.

☐ No, the applicant is not in compliance with Land Use Code(s).

*Note: _____

*(Please also provide a Code Enforcement Report related to Litter and Noise of the requesting business location.)

Verification Completed By: Jason D. Sena

Title: Enforcement Division Manager

Date: Mar 26, 2025

Traffic Engineering Department

☐ Yes, it appears that the approval of this request will create unacceptable traffic impacts.

*Note: This is an existing location, no adverse impacts

☑ No, it does not appear that this request will create any unacceptable traffic impacts.

Verification Completed By: Joanna Wolfenbarger

Title: Traffic Engineer

Date: Mar 27, 2025

City of Santa Fe Fire Department

☑ Yes, the applicant is in compliance with all Fire Codes.

☐ No, the applicant is not in compliance with Fire Code(s).

*Note: New business complied with Fire inspection. Performed march 27, 2025

Verification Completed By: Geronimo Griego

Title: Fire marshal

Date: Mar 27, 2025

NMRLD
NEW MEXICO
REGULATION &
LICENSING DEPARTMENT

STATE OF NEW MEXICO
MICHELLE LUJAN GRISHAM, GOVERNOR
Clay Bailey, Superintendent
Phillip Sanchez, Director

RCVD - CITY CLERK
'25 MAR 17

March 11, 2025

Certified Mail No.: 7021 2720 0001 2205 1204

City of Santa Fe
Attn: Andrea Salazar
City Clerk and Director of Community
PO Box 909
Santa Fe, NM 87504-0909

Lic. No. /Appl. No.:	**BLA-0000005276**
Name of Applicant:	J&J Retirement, LLC
Doing Business As:	Joe's Dining & Pizza
Proposed Location:	2801 Rodeo Road, Suite A5, Santa Fe, New Mexico 87507

The Director of the Alcoholic Beverage Control Division (ABC) has reviewed the referenced Application and granted **Preliminary Approval.** It is being forwarded to you for Local Option District approval or disapproval of the Liquor License Application.

Notice of the Public Hearing required by the Liquor Control Act **shall be given by the governing body by publishing a notice** of the date, time, and place of the hearing **twice during the 30 days prior to the hearing** in a newspaper of general circulation within the territorial limits of the governing body. **The first notice must be published at least thirty (30) days before the hearing. Both publications must occur before a hearing can be conducted.** The notice shall include:

(A) Name and address of the Applicant/Licensee;
(B) The action proposed to be taken;
(C) The location of the licensed premises.

In addition, if the Local Option District has a website, **the Notice shall also be published on the website.**

While the law states that "within forty-five (45) days after receipt of a Notice from the Alcoholic Beverage Control, the governing body shall hold a Public Hearing in the question of whether the department should approve the proposed issuance or transfer", we recognize the potential for conflict between the requirement for publication of 30 day notice and the 45 day hearing requirement.

With that in mind, when a local governing body receives a liquor license application from ABC, that governing body has a couple of options:

1) Hold a hearing on the license application within the statutory time frame of forty-five (45) days, as required by the Liquor Control Act, and comply with all other statutory and regulatory procedures and notify ABC of your decision within thirty (30) days of the hearing;

2) Request from ABC an extension of time, past the forty-five (45) days, designating how much additional time will be needed to conduct the hearing in compliance with all statutory and regulatory procedures. After the extension is granted and the hearing is held, notify ABC of your decision within thirty (30) days of the hearing;
ABC has no preference in the option you choose.

The governing body is required to send notice by certified mail to the Applicant of the date, time, and place of the Public Hearing. The governing body may designate a Hearing Officer to conduct the hearing. **A record shall be made** of the hearing.

THE APPLICANT IS SEEKING RESTAURANT B – BEER, WINE AND SPIRITS LIQUOR LICENSE WITH ON PREMISES CONSUMPTION ONLY WITH PATIO SERVICE

Within thirty (30) days after the Public Hearing, the governing body shall notify ABC of their decision to approve or disapprove the issuance or transfer of the license by signing the enclosed original Page 1 of the Application. The original Page 1 of the Application must be returned together with the notices of publication. **If the Governing Body fails to either approve or disapprove the issuance or transfer of the license within thirty days after the Public Hearing, the Director may issue the license.**

If the Governing Body disapproves the issuance or transfer of the license, it shall notify ABC within thirty (30) days setting forth the reasons for the disapproval. A copy of the Minutes of the Public Hearing shall be submitted to ABC with the Notice of Disapproval (*Page 1 of the Application, noting disapproval*).

Respectfully,

Charmaine Martinez
Admin Law Judge | Hearing Officer
NM Regulation & Licensing Department
Alcoholic Beverage Control Division
Phone: (505) 476-4804 Fax: (505) 476-4595
Email: Charmaine.Martinez2@rld.nm.gov

Enclosures:
1. Page 1 (Business Information Page) (*must be signed and returned w/notices of publication*)
2. Page 2 (Premises Information Page)
3. Copy of the Zoning Statement
4. Copy of Floor Plan

NMRLD
NEW MEXICO REGULATION & LICENSING DEPARTMENT

Alcoholic Beverage Control Division

Restaurant B Intake Application

Application Number: BLA-0000005276

NMRLD
NEW MEXICO REGULATION & LICENSING DEPARTMENT

Business Information

Business Information

Business Name: J&J Retirement LLC
Type of Business: Alcohol
Business Structure: Limited Liability Company
FEIN: XX-XXX3275
State Tax ID Number: XX-XXXXX6-00-6
Business Email: jgarofalo@hotmail.com
Business Phone: 5054713802

Contact Person Information

Contact Person Name: Marge Chickering
Contact Person Phone: 5059273245
Contact Person Email: marge@nmlicensingassociates.com

Business Mailing Address

Mailing Street: 2461 Camino Capitan
Mailing City: Santa Fe
Mailing State: NM
Mailing Zip Code: 87505
Mailing Country: US

Local Option District Use Only: Local Governing Body of _____ City, County,Village

Public Hearing held on _____ 20_____ Please check one: ☐Approved ☐Disapproved

Signature of City/County Official: _____ Title: _____

Alcoholic Beverage Control Division Use Only: ☐Approved ☐Disapproved _____

Signed by Director: _____ Date: _____

NMRLD
NEW MEXICO REGULATION & LICENSING DEPARTMENT

Alcoholic Beverage Control Division

Restaurant B Intake Application

Application Number: BLA-0000005276

NMRLD
NEW MEXICO REGULATION & LICENSING DEPARTMENT

Premises Information

Premises DBA

Premises Doing Business As (DBA):Joe's Dining & Pizza

Proposed Premises Physical Address

Physical Street: 2801 RODEO RD. SUITE A5
Physical City: Santa Fe
Physical Zip Code: 87507
Physical State: New Mexico
Physical County: Santa Fe
Local Option District: Santa Fe City
"Local Option District" means a county that has voted to approve the sale, serving or public consumption of alcoholic beverages, OR an incorporated municipality that falls within a county that has voted to approve the sale, serving or public consumption of alcoholic beverages, OR an incorporated municipality of over five thousand population that has independently voted to approve the sale, serving or public consumption of alcoholic beverages under the terms of the Liquor Control Act or any former act.

Ownership

The land and building which is proposed to be the licensed premises is: Owned by Applicant
The following information is required to ensure the issuance of a license to this location will not result in the violation of a county or municipal ordinance.

Zoning

Is the proposed premises location zoned? Yes
You will be required to upload "Copy of Zoning Statement" issued by the local municipality or county. If not applicable, you will be required to upload "Copy of Zoning Statement" or Letter from local government to indicate that there is no zoning for the proposed location.
Specify the zone for proposed premises location (example C-1).: SC-1

Distance from nearest School

Name of School: Kearny Elementary School
School Street: 901 Avenida de las Campanas
School City: Santa Fe
School State: New Mexico
School Zip Code: 87507
School Country: United States
School Distance (in feet): More than 1000
Specify the shortest direct line distance from the nearest point of the proposed premises to the nearest point of the property line of the school.

Distance from nearest Church

Name of Church: Grace Community Church
Church Street: 2247 Camino Carlos Rey
Church City: Santa Fe
Church State: New Mexico
Church Zip Code: 87507
Church Country: United States
Church Distance (in feet): More than 1000
Specify the shortest direct line distance from the nearest point of the proposed premises to the nearest point of the property line of the church.

NMRLD
NEW MEXICO REGULATION & LICENSING DEPARTMENT

Alcoholic Beverage Control Division

Restaurant B Intake Application

Application Number: BLA-0000005276

NMRLD
NEW MEXICO REGULATION & LICENSING DEPARTMENT

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Current License #RES-000537. current owner. JDAP, INC business is in the process of being sold, applicant has a sales agreement

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Please specify the active New Mexico licenses currently held by the proposed premises.

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License Number: RES-000537 License Type: Restaurant

Questions

Has the applicant business ever had a liquor license denied, suspended, revoked, surrendered, or had any other form of discipline or disciplinary action by a licensing agency in another state or jurisdiction?	No
Has the structure and/or ownership disclosure for the applicant business changed since last reported to the department?	No
Does the applicant business own any (direct/indirect) interest in a liquor license?	Yes

List of Active Business Licenses in Other States

No records to display.

List of Active Business Licenses in New Mexico

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NMRLD
NEW MEXICO
REGULATION &
LICENSING DEPARTMENT

Alcoholic Beverage Control Division

Restaurant B Intake Application

Application Number: BLA-0000005276

NMRLD
NEW MEXICO
REGULATION &
LICENSING DEPARTMENT

Payment

Fee Name	Fee Amount
Application Fee	200.00
Resident Agent Fee	50.00
Total Fee Amount:	**250.00**

Attestation/Oath

Under penalty of perjury, I hereby depose and state that I am the person identified in this application and the information given by me is true and complete to the best of my knowledge and belief. I understand that any information contained in this application may be investigated and any false or dishonest answer to any question in this application may be grounds for denial or revocation of my license.

Attestation Signature: J&J Retirement LLC Date: 02/04/2025

City of Santa Fe, New Mexico

200 Lincoln Avenue, P.O. Box 909, Santa Fe, N.M. 87504-0909
www.santafenm.gov

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Lee Garcia, District 3
Pilar F.H. Faulkner, District 3
Jamie Cassutt, District 4
Amanda Chavez, District 4

February 7, 2025

Marge Chickering
NM Licensing Associates
64B County Road 84B
Santa Fe, NM 87506

Subject: Zoning Verification for Joe's Dining & Pizza located at 2801 Rodeo Road, Santa Fe, NM

Dear Ms. Chickering:

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14-4.3 (K) SC Planned Shopping Districts
(a) The purpose of the SC districts is to provide new neighborhood, community, and regional shopping centers. The SC-1, SC-2 and SC-3 districts are intended for a unified grouping, in one or more buildings , of retail establishments, stores and services that provide for the regular needs and convenience of families residing in the adjacent residential neighborhoods or in the larger community.
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Note: The information provided in this letter is solely derived from the Official Zoning Map and the minimum requirements set forth in Chapter 14, SFCC 1987. This letter intends to provide advice regarding zoning regulations. It is not the intent to state that the subject property complies with zoning requirements. Occupancy is determined based on zoning compliance at the time of building permit or certificate of occupancy, whichever applies. Additionally, it is not the intent to interfere with or to abrogate or annul any official document including conditions or safeguards made a part of the subject property at the time of any public hearings. Applicants are advised to pursue an independent search of official documents.

If you have any further questions, please contact me at sjperea@santafenm.gov.

Stephanie Perea

Stephanie Perea
Land Use Planner
City of Santa Fe, New Mexico

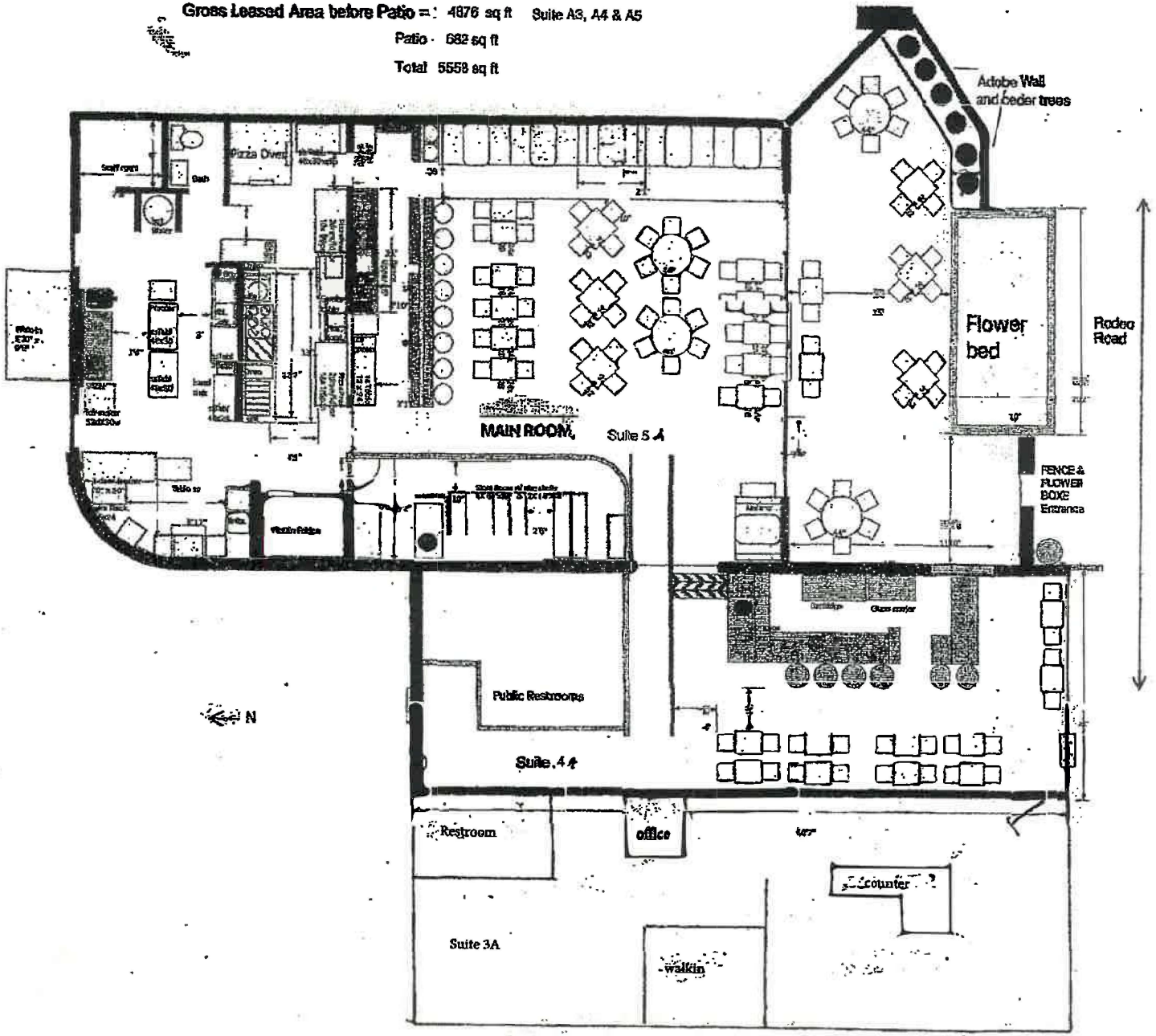
J&J Retirement LLC
Joe's Dining & Pizza

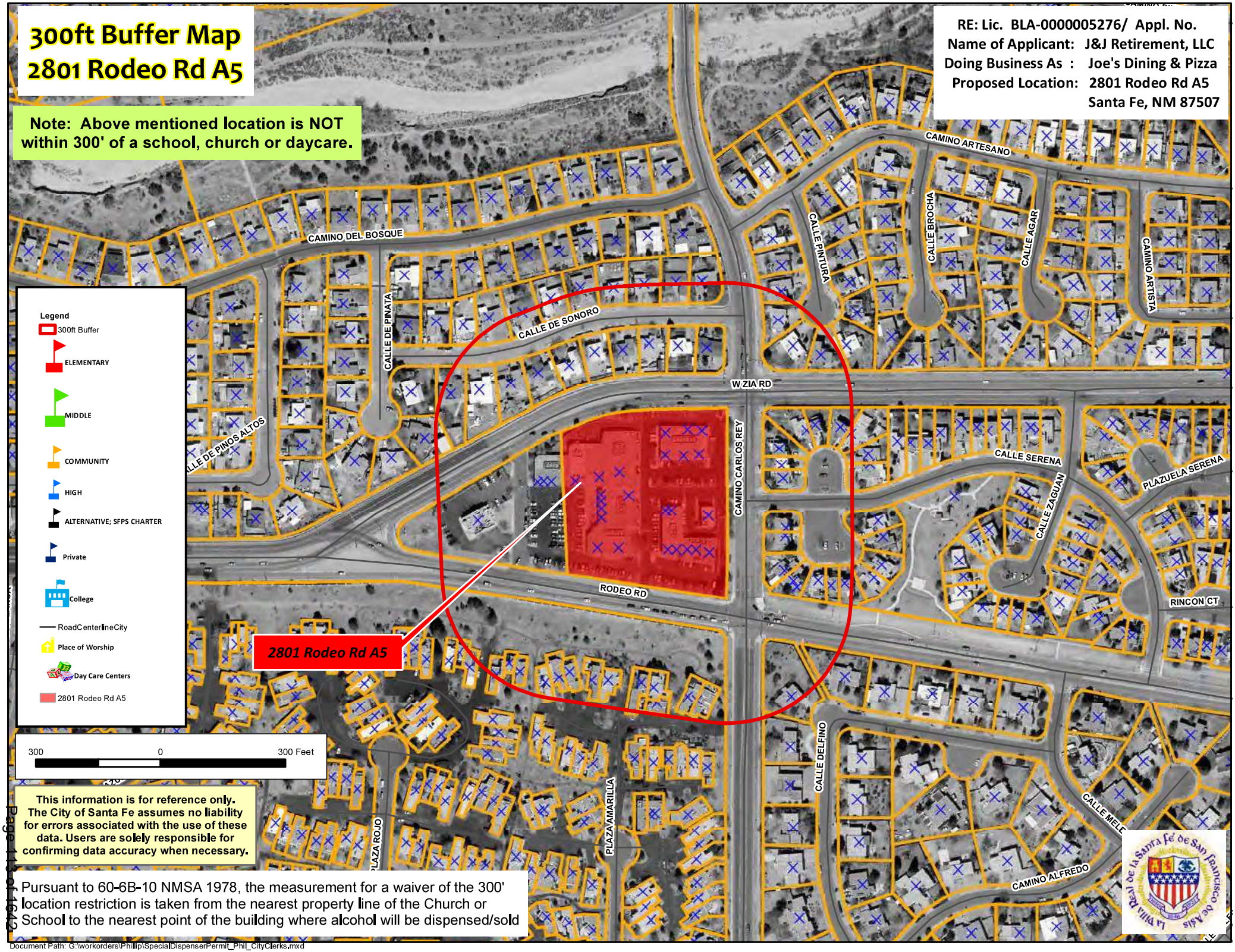
Joe's Dining & Pizza, 2801 Rodeo Rd. - Suite 5, Santa Fe 87507

Gross Leased Area before Patio = : 4876 sq ft Suite A3, A4 & A5

Patio - 682 sq ft

Total 5558 sq ft





Document Path: G:\workorders\Phillip\SpecialDispenserPermit_Phil_CityClerks.mxd

Signature:

Email: gggriego@santafenm.gov

Staff Verification - Supplemental Information Form packet

Interim Agreement Report 2025-03-26

Created:	2025-03-19
By:	GERALYN CARDENAS (gfcardenas@santafenm.gov)
Status:	Out for Signature
Transaction ID:	CBJCHBCAABAA9VgZy6TWjwGCfVA1zosCRb_2CFoSvCo1

Agreement History

Agreement history is the list of the events that have impacted the status of the agreement prior to the final signature. A final audit report will be generated when the agreement is complete.

"Staff Verification - Supplemental Information Form packet" History

Document created by GERALYN CARDENAS (gfcardenas@santafenm.gov)
2025-03-19 - 10:15:57 PM GMT- IP address: 63.232.20.2

Document emailed to Jason Sena (jdsena@santafenm.gov) for signature
2025-03-19 - 10:24:40 PM GMT

Email viewed by Jason Sena (jdsena@santafenm.gov)
2025-03-19 - 10:32:37 PM GMT- IP address: 198.182.178.6

Email viewed by Jason Sena (jdsena@santafenm.gov)
2025-03-26 - 2:13:28 PM GMT- IP address: 104.47.65.254

Document e-signed by Jason Sena (jdsena@santafenm.gov)
Signature Date: 2025-03-26 - 2:14:27 PM GMT - Time Source: server- IP address: 63.232.20.2

Document emailed to Jeanne Wolfenbarger (jawolfenbarger@santafenm.gov) for signature
2025-03-26 - 2:14:29 PM GMT

Email viewed by Jeanne Wolfenbarger (jawolfenbarger@santafenm.gov)
2025-03-26 - 2:57:30 PM GMT- IP address: 104.47.65.254

Staff Verification - Supplemental Information Form packet

Interim Agreement Report 2025-03-27

Created:	2025-03-26
By:	GERALYN CARDENAS (gfcardenas@santafenm.gov)
Status:	Out for Signature
Transaction ID:	CBJCHBCAABAAoWI2cebPFDPk5DqIqdv5WNLTsHDLbSzL

Agreement History

Agreement history is the list of the events that have impacted the status of the agreement prior to the final signature. A final audit report will be generated when the agreement is complete.

"Staff Verification - Supplemental Information Form packet" History

Document created by GERALYN CARDENAS (gfcardenas@santafenm.gov)
2025-03-26 - 7:53:33 PM GMT- IP address: 63.232.20.2

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2025-03-26 - 7:57:40 PM GMT

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2025-03-27 - 5:58:54 PM GMT- IP address: 104.47.64.254

Document e-signed by Jeanne Wolfenbarger (jawolfenbarger@santafenm.gov)
Signature Date: 2025-03-27 - 5:59:34 PM GMT - Time Source: server- IP address: 63.232.20.2

Document emailed to gggriego@santafenmm.gov for signature
2025-03-27 - 5:59:36 PM GMT

Email sent to gggriego@santafenmm.gov bounced and could not be delivered
2025-03-27 - 6:05:00 PM GMT

Staff Verification - Supplemental Information Form packet

Final Audit Report 2025-03-27

Created:	2025-03-27
By:	GERALYN CARDENAS (gfcardenas@santafenm.gov)
Status:	Signed
Transaction ID:	CBJCHBCAABAAf8bjnN1KZw3PMGbzvV4Zt4ywJE1Mx1II

"Staff Verification - Supplemental Information Form packet" History

Document created by GERALYN CARDENAS (gfcardenas@santafenm.gov)
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2025-03-27 - 7:17:08 PM GMT

Email viewed by gggriego@santafenm.gov
2025-03-27 - 7:59:16 PM GMT- IP address: 96.19.48.64

Signer gggriego@santafenm.gov entered name at signing as Geronimo Griego
2025-03-27 - 8:00:56 PM GMT- IP address: 96.19.48.64

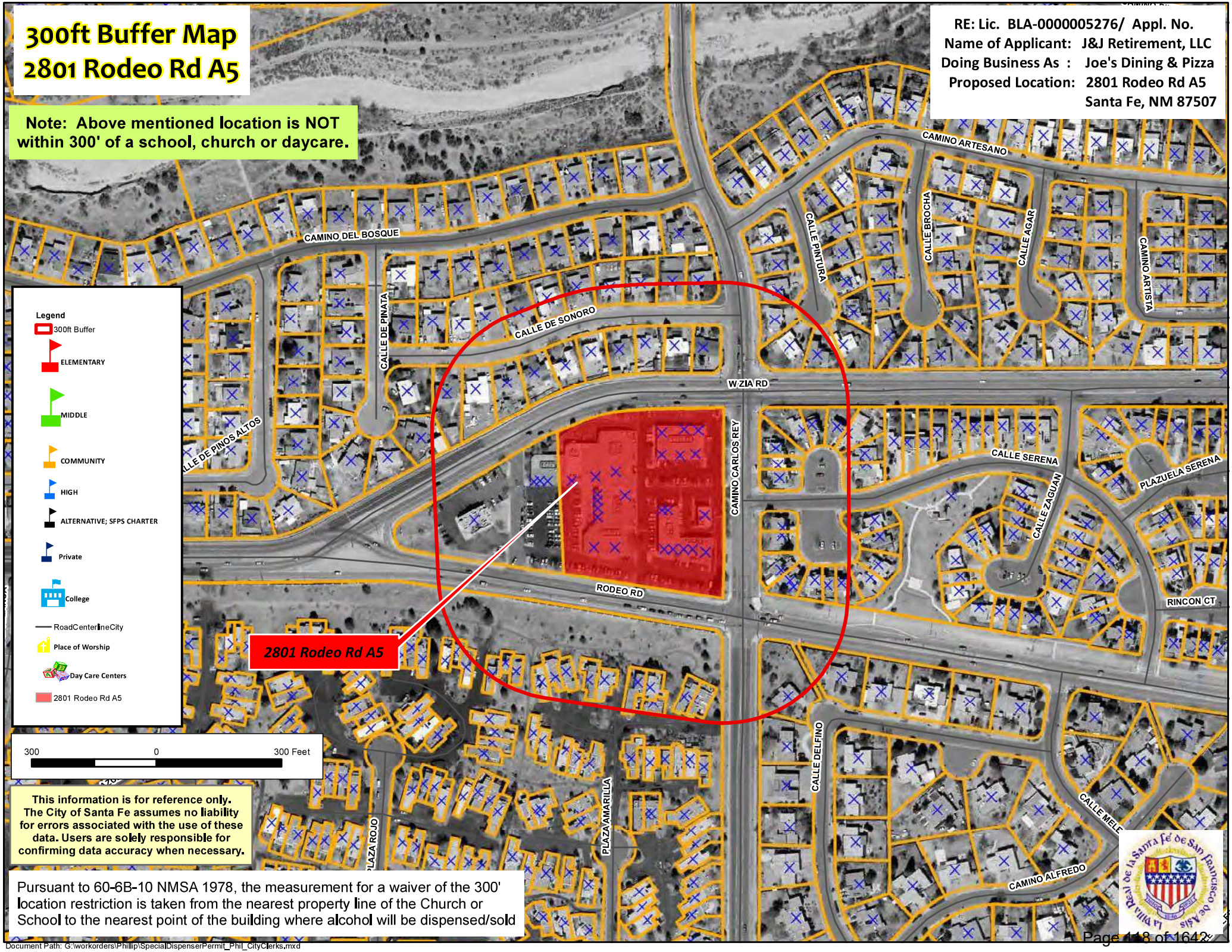
Document e-signed by Geronimo Griego (gggriego@santafenm.gov)
Signature Date: 2025-03-27 - 8:00:58 PM GMT - Time Source: server- IP address: 96.19.48.64

Agreement completed.
2025-03-27 - 8:00:58 PM GMT

300ft Buffer Map
2801 Rodeo Rd A5

RE: Lic. BLA-0000005276/ Appl. No.
Name of Applicant: J&J Retirement, LLC
Doing Business As : Joe's Dining & Pizza
Proposed Location: 2801 Rodeo Rd A5
Santa Fe, NM 87507

Note: Above mentioned location is NOT within 300' of a school, church or daycare.



This information is for reference only. The City of Santa Fe assumes no liability for errors associated with the use of these data. Users are solely responsible for confirming data accuracy when necessary.

Pursuant to 60-6B-10 NMSA 1978, the measurement for a waiver of the 300' location restriction is taken from the nearest property line of the Church or School to the nearest point of the building where alcohol will be dispensed/sold

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INSPECTION WORKSHEET (BLFI-128144-2025)

City of Santa Fe
200 Lincoln Ave Santa Fe, NM

Case Number:	2025-41831-CERT	**Case Module:**	Permit
Inspection Date:	Thu Mar 27, 2025	**Inspection Status:**	Passed
Inspector:	Griego, Geronimo	**Inspection Type:**	Fire - Certificate of Compliance

Job Address:	2801 RODEO RD A5 Santa Fe, NM, 87507	**Parcel Number:**	16005098

Contact Type	Company Name	Name
Applicant	J&J Retirement LLC, DBA Joes Dining and Pizza	Garofalo, Joaquin

Checklist Item	Status
General Comments - Checklist item used to track general comments, not specific to any other checklist item	Passed

Shall provide signage above door "This door to remained unlocked while the building is occupied"
Existing none conforming no change of use. Existing occupant load to remain at 120.

Geronimo Griego (Fire Marshal)

Griego, Geronimo

City of Santa Fe, New Mexico

200 Lincoln Avenue, P.O. Box 909, Santa Fe, N.M. 87504-0909
www.santafenm.gov

Alan Webber, Mayor

Councilors:
Signe I. Lindell, Mayor Pro Tem, District 1
Alma G. Castro, District 1
Michael J. Garcia, District 2
Carol Romero-Wirth, District 2
Lee Garcia, District 3
Pilar F.H. Faulkner, District 3
Jamie Cassutt, District 4
Amanda Chavez, District 4

DATE: March 27, 2025

TO: Thomas M. Graham, Assistant Planning & Land Use Department Director

VIA: Jason D. Sena

FROM: Jason D. Sena, Enforcement Division Manager

ITEM & ISSUE

Litter and noise impact assessment,due to a request from J&J Retirement, LLC, for the following:

a) The purpose of this hearing is to discuss a request from J&J Retirement, LLC, for Restaurant B- Beer, Wine and Spirits Liquor License with on Premises Consumption Only Patio Service, to be located at Joe's Dining & Pizza, 2801 Rodeo Road, Suite A5, Santa Fe.

BACKGROUND AND SUMMARY

It is not anticipated that there will be a substantial change in litter and noise because of this request.

CATEGORY Specific Use	RR	R-1 - R-6	R-7 - R-9	R-7 - I	RC-5, RC-8	R-10 - R-29	MHP	RAC	AC**	C-1	C-2	C-4	HZ	BCD	I-1	I-2	BIP	SC-1	SC-2	SC-3	MU ***	Use-Specific Regs 14-6.2
Bar, cocktail lounge, nightclub, no outdoor entertainment								S [3,10]	S [3]		P*			P	P	P		P*	P*	P*	P [2]	
Bar, cocktail lounge, nightclub, with outdoor entertainment								S [3,10]	S [3]		P*			P*	P*	P*		P*	P*	P*	P* [2]	
Restaurant - full service, with or without incidental alcohol service								S [3,10]	S [3]		P			P	P	P	S	P	P	P	P	
Restaurant with bar, cocktail lounge or nightclub comprising more than 25% of total serving area.								S [3,10]	S* [3]		P*			P*	P	P		P*	P*	P*	P* [2]	
Restaurant - Fast service/take-out, no drive-through/drive-up								S [3,10]		P [4]	P	P [4]		P	P	P	S	P	P	P	P	
Restaurant - with drive-through/drive-up											P*			P*	P*	P*	S	P*	P*	P*	P* [2]	


2801 Rodeo Rd
SC1
Sat Jun 1 2024
Imagery © 2025 Nearmap, HERE
20 ft
Nearmap

CITY OF SANTA FE
LIQUOR LICENSE HEARING OFFICER

Recommended
Findings of Fact and Conclusions of Law

Application No.: **Special Dispenser Permit for Liquor License #476**
Name of Applicant: **National Dance Institute of New Mexico (NDI) (Sponsor)/ Star Investment LLC (License Holder)**
Doing Business As: **Kelly/Liquor Barn**
Proposed Location: **NDI Dance Barns 1140 Alto Street Santa Fe, NM 87501**

THIS MATTER came before the Liquor License Hearing Officer for public hearing on April 22, 2025 at 4:00 PM by video hearing, on the request from National Dance Institute of New Mexico (NDI) for a waiver of the 300 foot location restriction and approval to allow the dispensing/consumption of alcoholic beverages at the NDI Dance Barns, 1140 Alto Street, which is within 300 feet of Aspen Community Magnet School, 450 La Madera Street and La Comunidad de los Ninos Head Start, 1121 Alto Street. The request is for NDI New Mexico's 2025 Annual Gala to be held on Saturday, May 3, 2025, with alcohol service from 4:00 p.m. to 11:00 p.m.

After reviewing the record, conducting a public hearing and having provided an opportunity to be heard from city staff, the Applicant and any interested persons, the Hearing Officer hereby proposes that the Governing Body find as follows:

FINDINGS OF FACT

1. Staff submitted a packet containing the following, which was reviewed by the Hearing Officer and relied on in making these findings:

    a. April 17, 2025 memo from Xavier Vigil, Assistant City Clerk, City Clerk's Office
    b. Special Dispenser Permit Application from Kelly/ Liquor Barn
    c. March 14, 2025 letter from Aspen Community School with no opposition to the application.
    d. March 24, 2025 letter from the Santa Fe Public Schools with no opposition to the application.
    e. April 17, 2025 letter from NDI New Mexico authorizing alcohol service
    f. Site Plan
    g. Server list
2. City Clerk staff member Julie Rasmussen presented the application.
3. No members of the public appeared to testify.
4. Notice of the Application, including the date, time and place of the hearing, the name and address of the licensee, the approval requested, the location of the premises was

provided to the Aspen Community Magnet School and Las Comunidad de los Ninos Head Start.
5. Issuance or transfer will not be detrimental to the public health, safety or morals of the residents of the local option district
6. The hearing was recorded and a copy of the recording is made a part of the record.

CONCLUSIONS OF LAW

Under the circumstances and given the evidence and testimony submitted during the hearing, the Hearing Officer CONCLUDES:

1. Notice of the Application was properly given.
2. The governing body may disapprove a transfer or issuance only if individuals opposing the transfer or issuance provide positive evidence showing that the transfer or issuance would be detrimental to the health, safety or morals of the community. This evidence must be based on authentic, relevant facts related to s specific prospective licensee and specific location. The Southland Corporation v. Manzagol, 1994-NMSC-099, 118 N.M. 423
3. The Applicant does not have the burden to prove that the transfer would not be detrimental to the health, safety or morals of the residents of the local option district. Dick v. City of Portales, 1994-NMSC-092, 118 N.M. 541.
4. The Application meets the requirements of §60-6B-4(F)(2).

WHEREFORE, the Liquor License Hearing Officer recommends to the Governing Body that the Application be **APPROVED**.

/s/ Renee Barela-Gutierrez Date: 04/22/2025
Renee Barela-Gutierrez

City of Santa Fe, New Mexico

memo

DATE: April 17, 2025

TO: Renee Barela-Gutierrez, Liquor Hearing Officer

VIA: Geralyn F. Cardenas, Deputy City Clerk

FROM: Xavier Vigil, Assistant City Clerk, City Clerk's Office XV

ITEM & ISSUE:

Request from National Dance Institute of New Mexico (NDI) for a waiver of the 300 foot location restriction and approval to allow the dispensing/consumption of alcoholic beverages at the NDI Dance Barns, 1140 Alto Street, which is within 300 feet of Aspen Community Magnet School, 450 La Madera Street and La Comunidad de los Ninos Head Start, 1121 Alto Street. The request is for NDI New Mexico's 2025 Annual Gala to be held on Saturday, May 3, 2025, with alcohol service from 4:00 p.m. to 11 :00 p.m.

BACKGROUND AND SUMMARY:

Pursuant to §60-6B-10 NMSA 1978, a request from National Dance Institute of New Mexico (NDI) for a waiver of the 300 foot location restriction has been submitted to allow the dispensing/consumption of alcohol for NDI New Mexico's 2025 Annual Gala to be held on Saturday, May 3, 2025, with alcohol service from 4:00 p.m. to 11 :00 p.m.

ACTION REQUESTED:

Consideration of the above request.

Attachments
- Special Dispenser Permit Application from Kelly/ Liquor Barn
- Letter from Aspen Community School
- Letter from Santa Fe Public Schools
- Property Owner Approval Letter
- Site Map
- List of Servers

NMRLD
NEW MEXICO REGULATION & LICENSING DEPARTMENT

Alcoholic Beverage Control Division

Special Dispenser Permit Intake Application

Application Number: PAR-0000282430

NMRLD
NEW MEXICO REGULATION & LICENSING DEPARTMENT

License Holder Information

Type of Dispenser Permit: Special Dispenser Private Event

RCVD - CITY CLERK
'25 [illegible]31

Business Name (DBA): STAR INVESTMENT, LLC
Business Mailing Address: 2885 Cerrillos Road,Santa Fe,NM,US,87507
Business Phone: 5056999903
Business Email: kellyliquorbarn@gmail.com

License Number: DIS-000338
License Type: Dispenser
License Expiry Date: 06/30/2025

Event Information

Event Name: 2025 NDI New Mexico Gala
Event Venue: Both
Event Start Date: 05/03/2025
Event End Date: 05/03/2025
No of Days of Event: 1
Does this event allow guests of all ages: Yes
Will wristbands be used to assist in identifying attendees 21 years of age and older: No
Event Description: Gala.

Event Physical Address

Event Street: 1140 Alto St.
Event City: Santa Fe
Event Zip Code: 87501
Event State: NM
Event County: Santa Fe
Event Local Option District: Santa Fe City

Event Date/Hours

Date of Event: 05/03/2025
Time Event Begins: 4:00 PM
Time Event Ends: 11:59 PM
Time of Alcohol Service: Begins at: 4:00 PM
Ends at: 11:00 PM
Total No. of Attendees Expected at Event: 440
Total No. of Attendees Expected to Consume Alcohol: 400

Sponsor Information

Event Sponsor Name (Event Organizer): NDI New Mexico
Event Sponsor Contact Person: Cat Vanderpool
Event Sponsor Contact Email: cvanderpool@ndi-nm.org
Event Sponsor Contact Phone: 5059772439

Security Information

Security Type: Licensed Security Company
Number of Security Guards at Event: 8
Licensed Security Company Name: Independent Security Services

NMRLD
NEW MEXICO REGULATION & LICENSING DEPARTMENT

Alcoholic Beverage Control Division

Special Dispenser Permit Intake Application

Application Number: PAR-0000282430

NMRLD
NEW MEXICO REGULATION & LICENSING DEPARTMENT

NOTE: LICENSEE'S EMPLOYEE(S) ASSIGNED TO WORK SECURITY, MUST WORK THIS EXCLUSIVELY AND MAY NOT SERVE AT THE EVENT.

License Holder and Server Certification

I YONG IL JO (Licensee) hereby certify this application is signed by Licensee or authorized person under this License. I further certify that all persons providing the service of alcoholic beverages at the Event are currently Server Certified, that they are all my employees, and that ALL the information in this Application and the Attachments, is true and correct. Licensee Agrees that if any statements or representations herein are found to be false, the Director may refuse to issue additional permits. I understand that all fees submitted are non-refundable.

Licensee Name: (print) YONG IL JO

Signature: _____ **Date:** 03/31/25

Local Governing Body Approval

Print Name: _____ **Title:** _____

Signature: _____ **Date:** _____

Phone No.: _____ **Fax:** _____

Aspen
Community School
Home of the Gray Wolves
450 La Madera, Santa Fe, NM 87501
505-467-4500

March 14, 2025

To Whom It May Concern:

We, as the administration at Aspen Community Magnet School, as a neighboring entity, approve the bar catering services, operated by Kelly's Liquor Barn, at the 2025 NDI New Mexico Gala at the NDINM Dance Barns at 1140 Alto St, Santa Fe, NM 87501, on May 3rd from 4:00 p.m. until 11:00 p.m.

Kind Regards,

Bridget Love

Principal, Aspen Community Magnet School

450 La Madera St, Santa Fe, NM 87501

Russell Baker, Executive Director
Cat Vanderpool, Event Manager
NDI New Mexico
1140 Alto Street
Santa Fe, NM 87501

SFPS
Santa Fe Public Schools
Striving for Excellence

March 24, 2025

Re: NDI New Mexico Annual Gala

Dear Mr. Baker and Cat Vanderpool:

I have received the email request submitted to Marrissa Bonfer our Facilities and Maintenance dated March 11, 2025, regarding your request for a letter of no opposition from Santa Fe Public Schools related to your Special Dispensers Permit for the NDI New Mexico Gala to be held on May 3, 2025. Santa Fe Public School Board Policy 623, "Certain Special Events Within 300 feet of District," states:

> **The District will refrain from issuing a decision regarding opposition or non-opposition to the City of Santa Fe regarding special events where liquor will be sold or consumed within 300 feet of school district property and instead will refer the City of Santa Fe to this policy.**

I am writing to confirm that the Santa Fe Public Schools will neither oppose nor support NDI's application for a Special Dispensers Permit for the NDI New Mexico Annual Gala. Good luck with the event!

Sincerely,

Veronica C. García

Veronica C. García, Ed.D.,
Interim Superintendent
Santa Fe Public Schools

Enclosure: BOE Policy 623

teaching
children
excellence

April 17, 2025

To Whom it May Concern,

As the building owners of the NDINM Dance Barns located at 1140 Alto Drive, Santa Fe NM 87501, we authorize the service of alcohol to patrons of the NDI New Mexico Gala on May 3rd, 2025 from 4:30 p.m. to 11:00 p.m.

Sincerely,

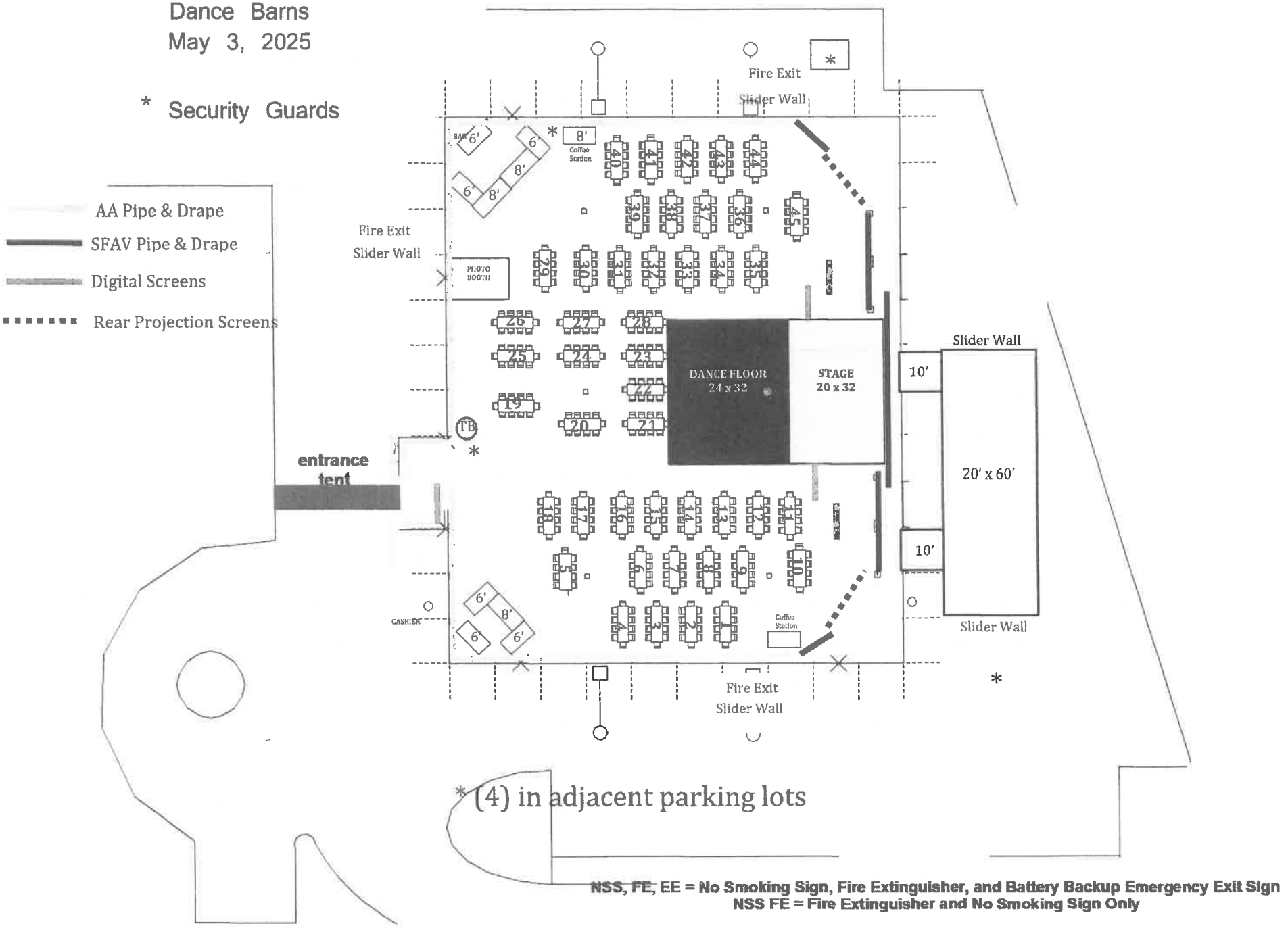
Russell Baker
Executive Director
NDI New Mexico

NDI New Mexico Annual Gala
Dance Barns
May 3, 2025
* Security Guards



NDI-NM 2025 Santa Fe Gala
Dance Barns
May 3, 2025

* Security Guards



* (4) in adjacent parking lots

~~NSS, FE,~~ EE = No Smoking Sign, Fire Extinguisher, and Battery Backup Emergency Exit Sign
NSS FE = Fire Extinguisher and No Smoking Sign Only

Kelly Liquor Barn Servers

Jesus G. Almeida Veleta	S142157	05/24/27
Victoria Almeida-Veleta	S124067	06/01/25
Pablo Alonso Almeida-Veleta	S024074	07/12/27
Fania E. Martinez	S128000	06/14/25
Young R. Jo-Almeida	S109549	03/30/26
Grace Lee	S079752	06/19/27
Kyle Johnstone	S020933	05/02/27
Rosalio A. Merino	S023762	08/27/27
Patrick D. Maes	S135431	Expired.
Benito Navarrete	S100418	08/16/25

CITY OF SANTA FE

Date: April 2, 2025

To: Governing Body

From: Spencer Schwartz, Public Works Project Manager II Spencer Schwartz

Via: Regina Wheeler, Public Works Department Director RW (Apr 2, 2025 15:29 MDT)
Sam Burnett, Facilities Division Director JOHN BURNETT (Apr 2, 2025 15:25 MDT)

Subject: Southside Library RTU Replacement

Vendor Name: B&D Industries, Inc.

Vendor Number: 3970

ACTION:
Request for Approval of Amendment No. 1 to Construction Contract Item 25-0013 with B&D Industries, Inc. to Increase the Not to Exceed Amount by $11,363 for a New Total of $488,380 Including NMGRT for Southside Library RTU Replacement. (Spencer Schwartz, Public Works Project Manager II, smschwartz@santafenm.gov).

CONTRACT NUMBER:
The FY25 Munis Contract Number is 3250233.

BACKGROUND AND SUMMARY:
The four heating, ventilation, and cooling (HVAC) units on the Southside Library have exceeded their useful life, no longer perform adequately, and are identified within the Facilities Division's asset database as priorities for replacement to prevent an interruption of services at this facility. The replacement of these HVAC units will ensure continued service for patrons, maintain air quality, and reduce the need for emergency repairs. The new units will also improve the building's efficiency by reducing energy consumption.

A quote was submitted by the vendor in September 2024 and the procurement/contracting process was completed in January 2025. An increase in the contract amount is necessary due to material price increases incurred during this four-month period. No changes to the schedule are anticipated.

ATTACHMENTS:
Amendment No. 1
Amendment No. 1 Proposal
Construction Contract Item 25-0013
Certificate of Insurance

PROCUREMENT METHOD:
The procurement method used was NM Statewide Price Agreement (SWPA) 30-00000-23-00084 which expires on July 4, 2025.

Chief Procurement Officer (CPO)/Designee: _____ Date: _____
CPO Comment/Exceptions: _____

FUNDING SOURCE:
FY25 One Time Funding for Deferred Maintenance
Fund Name/Number: FACILITIES/320
Munis Org Name/Number: Facilities CIP/3209980
Munis Object Name/Number: WIP Construction/572970

Budget Officer/Designee: Andy Hopkins Date: 04/07/2025
Budget Officer Comment/Exceptions: -

ASSOCIATED APPROVALS:
Does this purchase require any of the following associated approvals? ☒ Yes | ☐ No
(ITT, Vehicles/Fleet, Facilities, Asset or Grant Review)

IT Components included? ☐ Yes | ☒ No
Approval: _____ Date: _____
Comment/Exceptions: _____

Vehicles included? ☐ Yes | ☒ No
Approval: _____ Date: _____
Comment/Exceptions: _____

Construction, Facilities, Furniture, Fixtures, Equipment included? ☒ Yes | ☐ No
Approval: _____ **Signature:** _____ _____
JOHN BURNETT (Apr 2, 2025 15:25 MDT)
Comment/Exceptions: ___ **Email:** jsburnett@santafenm.gov _____

Capital Asset* or Project? ☒ Yes | ☐ No**
Project Ledger# FMD2532003
(*will this procurement result in a tangible item that costs more than $5,000?)
(**Capital Projects are new and improvement projects that are going to cost $10,000 or more)
Approval: Josie Bolden Date: 04/07/2025
Comment/Exceptions: _____

Is this a Grant Funded Purchase? ☐ Yes | ☒ No
Approval: _____ Title: _____ Date: _____
Comment/Exceptions: _____

Department Contract Administrator Contact Info:
Elizabeth L. Kahahane (elkahahane@santafenm.gov)

Item#_____
Munis Contract# 3250233
Original Contract Item# 25-0013
SWPA #: 30-00000-23-00084

CITY OF SANTA FE
AMENDMENT No. 1 TO
Construction Contract
ITEM# 25-0013

This AMENDMENT No. 1 (the "Amendment") amends the CITY OF SANTA FE Construction Contract, dated January 15, 2025, (the "Contract"), between the City of Santa Fe (the "City") and B&D Industries, Inc. (the "Contractor"). The date of this Amendment shall be the date when it is executed by the City and the Contractor whichever occurs last.

RECITALS:

A. Under the terms of the Contract, Contractor has agreed to provide the City with services related to the replacement of four heating, ventilation, and air-conditioning units at the Santa Fe Southside Library.

B. Pursuant to Article 14 of the Contract, and for good and valuable consideration, the receipt and sufficiency of which are acknowledged by the parties, the City and the Contractor agree as follows:

1. COMPENSATION.

Article 2, paragraph A of the Contract is amended to increase the amount of compensation by a total of $11,362.71 so that Article 2, paragraph A reads in its entirety as follows:

> A. The City shall pay to the Contractor in full payment for services satisfactorily performed and not to exceed four hundred eighty-eight thousand, three-hundred seventy-nine dollars and one cent ($488,379.01), including gross receipts tax. The New Mexico gross receipts tax levied on the amounts payable under this Contract shall be paid by the City to the Contractor, as follows:
>
> The Unit Bid Contract Total is determined as follows:

Base Bid	$475,652.11
Gross Receipts Tax (8.1875%)	$ 12,726.90
Base Bid plus NMGRT	$488,379.01

The total amount payable to the Contractor under this Contract, including Alternates (if needed) gross receipts tax and expenses, shall not exceed four hundred eighty-eight thousand, three-hundred seventy-nine dollars and one cent ($488,379.01). This amount is a maximum and not a guarantee that the work assigned to be performed by Contractor under this Contract shall equal the amount stated herein. The parties do not intend for the Contractor to continue to provide services without compensation when the total compensation amount is reached. Contractor is responsible for notifying the City when the services provided under this Contract reach the total compensation amount. In no event will the Contractor be paid for services provided in excess of the total compensation amount without this Contract being amended in writing prior to those services in excess of the total compensation amount being provided.

2. CONTRACT IN FULL FORCE.

Except as specifically provided in this Amendment, the Contract remains and shall remain in full force and effect, in accordance with its terms.

IN WITNESS WHEREOF, the parties have executed this Amendment No. 1 to the Contract as of the dates set forth below.

CITY OF SANTA FE:

_____
ALAN WEBBER, MAYOR

DATE:_____

CONTRACTOR:
B&D INDUSTRIES, INC.

Clinton Beall (Mar 28, 2025 14:53 CDT)
_____
CLINTON BEALL, PRESIDENT

DATE: Mar 28, 2025

NMBTIN# 01-716872-00-4

ATTEST:

_____
ANDRÉA SALAZAR, CITY CLERK

CITY ATTORNEY'S OFFICE:

Kevin L. Nault

Kevin L. Nault (Apr 2, 2025 10:37 MDT)

ASSISTANT CITY ATTORNEY

APPROVED FOR FINANCES:

Emily K. Oster

EMILY OSTER, FINANCE DIRECTOR

Contract_Amend 1_SSLibrary RTU Replacement_Increase to $488,379.01- Final

Final Audit Report 2025-04-02

Created:	2025-03-27
By:	JULIE KENNY (jckenny@santafenm.gov)
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"Contract_Amend 1_SSLibrary RTU Replacement_Increase to $ 488,379.01- Final" History

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Document emailed to clinton@banddindustries.com for signature
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Signer clinton@banddindustries.com entered name at signing as Clinton Beall
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Document e-signed by Clinton Beall (clinton@banddindustries.com)
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Signer klnault@santafenm.gov entered name at signing as Kevin L. Nault
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Document e-signed by Kevin L. Nault (klnault@santafenm.gov)
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Agreement completed.
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NEW MEXICO
9720 Bell Ave SE
Albuquerque, NM 87123
Phone: (505) 299-4464
24-Hour Service: (505) 559-2585
Fax: (505) 298-2114

BRANCH OFFICES

NEW MEXICO
303 Texas Ave.
Eunice, NM 88231
Phone: (575) 394-1182
Fax: (505) 298-2114

2885 Industrial Rd.
Santa Fe, NM 87505
Phone: (505) 299-4464
24-Hour Service: (505) 559-2585
Fax: (505) 559-2589

Warehouse, Prefab and Sheet Metal Fab Shop
3712 Edith Blvd NE
Albuquerque, NM 87107

ARIZONA
3001 South 35th Street #C10
Phoenix, AZ 85034
Phone: (480) 632-4002
24-Hour Service: (480) 901-4880

NEW YORK
65 Washington Street,
Rensselaer, NY 12144
Phone: (518) 400-7412

February 19th, 2025

Attn: Shaun Montoya
Sbmontoya@santafenm.gov

Contract *30-00000-23-00084*

Re: Change Order #1 – Price Increase for COSF Southside Library RTUs Replacement

Thank you for the opportunity to provide a price for this project.

York RTUs – Pass through	$	7,379.00
Crane Services @ 8%	$	1,960.20
General Conditions @ 10%	$	933.92
Bond Increaser:	$	205.46
Subtotal:	**$**	**10,478.58**
Tax:	$	884.13
Grand Total	**$**	**11,362.71**

If you have any questions or concerns, please feel free to email or call.

Best Regards,

Mikaela Montroy
Project Manager
B&D Industries, Inc.
505-225-6518 (Cell)
mmontroy@banddindustries.com

This cost proposal is valid for 30 days following issuance by B&D Industries, Inc. If the proposal is accepted after 30 days, B&D reserves the right to revise the price in accordance with commodity pricing changes including, but not limited to, copper, conduit and steel materials. If awarded, B&D reserves the right to review all contract documents associated with the project.

CITY OF SANTA FE

Date: November 18, 2024

To: Governing Body

Via: Regina Wheeler, Public Works Department Director RW (Nov 19, 2024 09:35 MST)
Sam Burnett, Facilities Division Director JOHN BURNETT (Nov 18, 2024 20:13 MST)

From: Spencer Schwartz, Project Manager Spencer Schwartz

Subject: Southside Library RTU Replacement

Vendor Name: B&D Industries

Vendor Number: 3970

ACTION:
Request for Approval of a General Services Contract with B&D Industries in the Total Amount of $477,016.30 for Replacement of Heating and Cooling Units at the Southside Library With Term Ending June 30, 2026; (Spencer Schwartz, Public Works Project Manager; smschwartz@santafenm.gov).

BACKGROUND AND SUMMARY:
The four heating, ventilation and cooling (HVAC) units on the Southside Library have exceeded their useful life, no longer perform adequately, and are identified within the Facilities Division's asset database as priorities for replacement to prevent an interruption of services at this facility. The replacement of these HVAC units will ensure continued service for patrons, maintain air quality, and reduce the need for emergency repairs. The new units will also improve the buildings efficiency by reducing energy consumption.

Construction will be coordinated with the Library Division and is estimated to take four weeks. Construction is planned to minimize disruptions and will not impact library operations. Funding for this project was provided in the FY25 one time allocation from fund balances for deferred maintenance to facilities.

PROCUREMENT METHOD:
NM Statewide Price Agreement (SWPA) #30-00000-23-00084 which expires on July 4, 2025.

ATTACHMENTS
General Services Contract
Vendor Proposal
Certificate of Liability Insurance
Statewide Price Agreement (SWPA) #30-00000-23-00084

Chief Procurement Officer Approval: _____ **Date:** Nov 21, 2024
Comment/Exceptions: NMSA 1978, Section 13-1-129

Supporting Information:

CONTRACT NUMBER:
The FY25 Munis contract number is 3250233

$$$$$ SOURCE/REVENUE: ☒ Expense ☐ Revenue

The funding source is:
Fund Name/Number: FACILITIES/320
Munis Org Name/Number: Facilities CIP/3209980
Munis Object Name/Number: WIP Construction/572970

If the project is grant funded? List grant award number: _____

Grant Manager / Accounting Officer Approval: _____ **Date:** _____
Comment/Exceptions: _____

Project Ledger #: _____

Budget Officer Approval: Andy Hopkins **Date:** Nov 21, 2024
Comment/Exceptions: _____

CAPITAL ASSET (will this procurement result in a tangible item that costs more than $5,000?):
☒ Yes | ☐ No

 # (if known): _____

Repair or Replacement of Existing Equipment:
☒ Yes | ☐ No
If yes -> ☐ Repair | ☒ Replacement

Please explain: _____

Capital Project:
(New and improvement projects that are going to cost $10,000 or more)
☒ Yes | ☐ No

Project Ledger #: FMD2532003

Asset Manager Approval: _____ **Date:** _____
Comment/Exceptions: _____

Department Approvals:
IT Components: ☐ **Yes** | ☒ **No**
Vehicles: ☐ **Yes** | ☒ **No**
Facilities, Furniture, Fixtures, Equipment: ☒ **Yes** | ☐ **No**

Approval:_____ **Title:**_____ **Date**:_____
Approval: Sam Burnett **Title:** Facilities Div. Director **Date**: Nov 18, 2024
Comment & Exceptions:_____

Department Contract Administrator Contact Info:
Elizabeth L. Kahahane
elkahahane@santafenm.gov
M: (505)795-2439
O: (505) 955-5934

Item #: 25-0013
Munis Contract #: 3250233
SWPA #: 30-00000-23-00084

CITY OF SANTA FE

CONSTRUCTION CONTRACT

THIS CONTRACT is made and entered into by and between the City of Santa Fe, New Mexico, hereinafter referred to as the "City," and **B&D Industries, Inc.**, hereinafter referred to as the "Contractor," and is effective as of the date set forth below upon which it is executed by the Parties.

RECITALS

WHEREAS, the City, through its Governing Body, is authorized to enter into a construction Contract for the project; and

WHEREAS, the City has procured this Contract according to the established State and Local Purchasing procedures for contracts of the type and amount; and

The City and the Contractor hereby agree as follows:

1. Scope of Work

A. The Contractor shall perform the following work:

The Contractor shall perform all the work required by the Contract Documents to replace 4 Roof Top Units serving the City of Santa Fe Southside Library (6599 Jaguar Drive, Santa Fe, NM 87507) with like-for-like replacements, per the proposal (Exhibit A), attached hereto and made a part thereof, and in accordance with all the provisions of the contract with SWPA, as described in the Contract Documents.

The Contractor shall be responsible for verifications of all conditions, measurements, and dimensions for bidding.

The Contractor shall be responsible for all permits, fees, and State inspections associated with the construction.

B. Project: Replacement of 4 Roof Top Units serving the Southside Library

C. City Department: Public Works

D. Distribution:

City:
Spencer Schwartz
Project Administrator
City of Santa Fe Public Works
2651 Siringo Road, Building E
PO Box 909

Santa Fe, NM 87504-0909
smschwartz@santafenm.gov
505-955-5929

Contractor:
Kris Trujillo
Area Manager
B & D Industries
9720 Bell Ave. SE
Albuquerque, NM 87123
krist@banddindustries.com
505-379-1760

Engineer Not Applicable
Architect Not Applicable

2. Compensation

A. The City shall pay to the Contractor in full payment for services satisfactorily performed and not to exceed four hundred seventy-seven thousand sixteen dollars and thirty cents ($477,016.30), including gross receipts tax. The New Mexico gross receipts tax levied on the amounts payable under this Contract shall be paid by the City to the Contractor, as follows:

The Unit Bid Contract Total is determined as follows:

Base Bid	$465,173.53
Gross Receipts Tax (8.1875%)	$ 11,842.77
Base Bid plus NMGRT	$477,016.30

The total amount payable to the Contractor under this Contract, including Alternates (if needed) gross receipts tax and expenses, shall not exceed four hundred seventy-seven thousand sixteen dollars and thirty cents (**$477,016.30**). **This amount is a maximum and not a guarantee that the work assigned to be performed by Contractor under this Contract shall equal the amount stated herein. The parties do not intend for the Contractor to continue to provide services without compensation when the total compensation amount is reached. Contractor is responsible for notifying the City when the services provided under this Contract reach the total compensation amount. In no event will the Contractor be paid for services provided in excess of the total compensation amount without this Contract being amended in writing prior to those services in excess of the total compensation amount being provided.**

B. Payment is subject to availability of funds pursuant to the Appropriations Paragraph set forth below and to any negotiations between the parties from year to year pursuant to Paragraph 1, Scope of Work, and to approval by the City. All invoices MUST BE received by the City no later than thirty 30) days after the termination of the Fiscal Year in which the services were delivered. Invoices received after such date WILL NOT BE PAID.

C. Contractor must submit a detailed statement accounting for all services performed and expenses incurred. If the City finds that the services are not acceptable, within thirty days after the date of receipt of written notice from the Contractor that payment is requested, it shall provide the Contractor a letter of exception explaining the defect or objection to the services, and outlining steps the Contractor may take to provide remedial action. Upon certification by the City that the services have been received and accepted, payment shall be tendered to the Contractor within twenty-one days after the date of acceptance. If payment is made by mail, the payment shall be deemed tendered on the date it is postmarked.

D. If the City fails to pay the contractor within twenty-one days after receipt of an undisputed request for payment, the City shall pay interest to the contractor beginning on the twenty-second day after payment was due, computed at one and one-half percent of the undisputed amount per month or fraction of a month until the payment is issued. If the City receives an improperly completed invoice, the City shall notify the sender of the invoice within seven days of receipt in what way the invoice is improperly completed, and the owner has no further duty to pay on the improperly completed invoice until it is resubmitted as complete.

E. **Notice of Extended Payment Provision for Grant Funded Contracts**. This contract allows the City to make payment within 45 days after submission of an undisputed request for payment for contracts funded by grant money consistent with NMSA 1978, sec. 57-28-5(B).

3. Term

THIS CONTRACT SHALL NOT BECOME EFFECTIVE UNTIL APPROVED IN WRITING BY THE CITY. This contract shall terminate **June 30, 2026**. The City reserves the right to renew this contract on an annual basis by mutual agreement not to exceed a total of ten (10) years in accordance with NMSA 1978, Sections 13-1-150 through 152.

4. Termination

A. Grounds. The City may terminate this Contract for convenience or cause. For contracts within their authority, the City Manager or their designee is authorized to provide the notice of termination, otherwise such notice of termination shall be provided by the Mayor or their designee as authorized by the Governing Body. The Contractor may only terminate this Contract based upon the City's uncured, material breach of this Contract.

B. Notice; City Opportunity to Cure.

1) Except as otherwise provided in Paragraphs 7.A and 17, the City shall give Contractor written notice of termination at least thirty (30) days prior to the intended date of termination.

2) Contractor shall give City written notice of termination at least thirty (30) days prior to the intended date of termination, which notice shall (i) identify all the City's material breaches of this Contract upon which the termination is based and (ii) state what the City must do to cure such material breaches. Contractor's notice of termination shall only be effective (i) if the City does not cure all material breaches within the thirty (30) day notice period or (ii) in the case of material breaches that cannot be cured within thirty (30) days, the City does not, within the thirty (30) day notice period, notify the Contractor of its intent to cure and begin with due diligence to cure the material breach.

3) Notwithstanding the foregoing, this Contract may be terminated immediately upon written notice to the Contractor (i) if the Contractor becomes unable to perform the services contracted for, as determined by the City; (ii) if, during the term of this Contract, the Contractor is suspended or debarred by the City; or (iii) the Contract is terminated pursuant to Paragraph 5,

"Appropriations," of this Contract.

C. Liability. Except as otherwise expressly allowed or provided under this Contract, the City's sole liability upon termination shall be to pay for acceptable work performed prior to the Contractor's receipt or issuance of a notice of termination; provided, however, that a notice of termination shall not nullify or otherwise affect either party's liability for pre-termination defaults under or breaches of this Contract. The Contractor shall submit an invoice for such work within thirty (30) days of receiving or sending the notice of termination. *THIS PROVISION IS NOT EXCLUSIVE AND DOES NOT WAIVE THE CITY'S OTHER LEGAL RIGHTS AND REMEDIES CAUSED BY THE CONTRACTOR'S DEFAULT/BREACH OF THIS CONTRACT.*

5. Appropriations

The terms of this Contract are contingent upon sufficient appropriations and authorization being made by the Governing Body for the performance of this Contract. If sufficient appropriations and authorization are not made by the Governing Body, this Contract shall terminate immediately upon written notice being given by the City to the Contractor. The City's decision as to whether sufficient appropriations are available shall be accepted by the Contractor and shall be final. If the City proposes an amendment to the Contract to unilaterally reduce funding, the Contractor shall have the option to terminate the Contract or to agree to the reduced funding, within thirty (30) days of receipt of the proposed amendment.

6. Status of Contractor

The Contractor and its agents and employees are independent contractors performing construction services for the City and are not employees of the City. The Contractor and its agents and employees shall not accrue leave, retirement, insurance, bonding, use of City vehicles, or any other benefits afforded to employees of the City as a result of this Contract. The Contractor acknowledges that all sums received hereunder are reportable by the Contractor for tax purposes, including without limitation, self-employment and business income tax. The Contractor agrees not to purport to bind the City unless the Contractor has express written authority to do so, and then only within the strict limits of that authority.

7. Construction Contract Performance and Payment Bond

A. When a construction contract is awarded in excess of twenty-five thousand dollars ($25,000), the following bonds or security shall be delivered to the City and shall become binding on the parties upon the execution of the contract. If the Contractor fails to deliver the required performance and payment bonds, the Contractor's bid shall be rejected, its bid security shall be enforced to the extent of actual damages. Award of the contract shall be made pursuant to the Procurement Code in the following manner:

(1) a performance bond satisfactory to the City, executed by a surety company authorized to do business in this state and said surety to be approved in federal circular 570 as published by the United States treasury department or the state board of finance or the local governing authority, in an amount equal to one hundred percent of the price specified in the contract; and

(2) a payment bond satisfactory to the City, executed by a surety company authorized to do business in this state and said surety to be approved in federal circular 570 as published by the United States treasury department or the state board of finance or the local governing authority, in an amount equal to one hundred percent of the price specified in the contract, for the protection of all persons supplying labor and material to the contractor or its subcontractors for the performance of the work provided for in the contract.

B. A subcontractor shall provide a performance and payment bond on a public works building project if the subcontractor's contract for work to be performed on a project is one hundred twenty-five thousand dollars ($125,000) or more.

8. Assignment

The Contractor shall not assign or transfer any interest in this Contract or assign any claims for money due or to become due under this Contract without the prior written approval of the City.

9. Subcontracting

The Contractor shall not subcontract any portion of the services to be performed under this Contract without the prior written approval of the City. No such subcontract shall relieve the primary Contractor from its obligations and liabilities under this Contract, nor shall any subcontract obligate direct payment from the City.

10. Release

Final payment of the amounts due under this Contract shall operate as a release of the City, its officers and employees from all liabilities, claims and obligations whatsoever arising from or under this Contract.

11. Confidentiality

Any confidential information provided to or developed by the Contractor in the performance of this Contract shall be kept confidential and shall not be made available to any individual or organization by the Contractor without the prior written approval of the City.

12. Product of Service -- Copyright

All materials developed or acquired by the Contractor under this Contract shall become the property of the City and shall be delivered to the City no later than the termination date of this Contract. Nothing developed or produced, in whole or in part, by the Contractor under this Contract shall be the subject of an application for copyright or other claim of ownership by or on behalf of the Contractor.

13. Conflict of Interest; Governmental Conduct Act

A. The Contractor represents and warrants that it presently has no interest and, during the term of this Contract, shall not acquire any interest, direct or indirect, which would conflict in any manner or degree with the performance or services required under the Contract.

B. The Contractor further represents and warrants that it has complied with, and, during the term of this Contract, will continue to comply with, and that this Contract complies with all applicable provisions of the Governmental Conduct Act, Chapter 10, Article 16 NMSA 1978.

C. Contractor’s representations and warranties in Paragraphs A and B of this Article 12 are material representations of fact upon which the City relied when this Contract was entered into by the parties. Contractor shall provide immediate written notice to the City if, at any time during the term of this Contract, Contractor learns that Contractor’s representations and warranties in Paragraphs A and B of this Article 12 were erroneous on the effective date of this Contract or have become erroneous by reason of new or changed circumstances. If it is later determined that Contractor’s representations and warranties in Paragraphs A and B of this Article 12 were erroneous on the effective date of this Contract or have become erroneous by reason of new or changed circumstances, in addition to other remedies available to the City

and notwithstanding anything in the Contract to the contrary, the City may immediately terminate the Contract.

D. All terms defined in the Governmental Conduct Act have the same meaning in this section.

14. Amendment

A. This Contract shall not be altered, changed or amended except by instrument in writing executed by the parties hereto and all other required signatories.

B. If the City proposes an amendment to the Contract to unilaterally reduce funding due to budget or other considerations, the Contractor shall, within thirty (30) days of receipt of the proposed Amendment, have the option to terminate the Contract, pursuant to the termination provisions as set forth in Article 4 herein, or to agree to the reduced funding.

15. Change Orders

A. Changes. The Contractor may only make changes or revisions within the Scope of Work as defined by Article 1 and/or Exhibit 1 after receipt of written approval by the City Manager or his/her designee. Such change may only be made to Tasks or Sub-Task as defined in the Scope of Work. Under no circumstance shall such change affect the:

1) Deliverable requirements, as outlined in the Scope of Work;
2) Due date of any Deliverable, as outlined in the Scope of Work;
3) Compensation of any Deliverable, as outlined in the Scope of Work;
4) Contract compensation, as outlined in Article 2; or
5) Contract termination, as outlined in Article 4.

B. Change Request Process. In the event that circumstances warrant a change to accomplish the Scope of Work as described above, a Change Request shall be submitted that meets the following criteria:

1) The Project Manager shall draft a written Change Request for review and approval by the City Manager to include:
   (a) the name of the person requesting the change;
   (b) a summary of the required change;
   (c) the start date for the change;
   (d) the reason and necessity for change;
   (e) the elements to be altered; and
   (f) the impact of the change.

2. The City Manager shall provide a written decision on the Change Request to the Contractor within a maximum of ten (10) Business Days of receipt of the Change Request. All decisions made by the City Manager are final. Change Requests, once approved, become a part of the Contract, and become binding as a part of the original Contract.

16. Merger

This Contract incorporates all the agreements, covenants, and understandings between the parties hereto concerning the subject matter hereof, and all such covenants, agreements and understandings have been merged into this written contract.

This Contract is issued against the state or agency Master Agreement, established and maintained by the State of New Mexico General Services Department, Purchasing Division, SWPA 30-00000-23-00084, and through this language hereby incorporates this Contract by reference and is included in the order of precedence.

No prior Agreement or understanding, oral or otherwise, of the parties or their agents shall be valid or enforceable unless embodied in this Contract.

17. Penalties for violation of law

NMSA 1978, sections 13-1-28 through 13-1-199, imposes civil and criminal penalties for its violation. In addition, the New Mexico criminal statutes impose felony penalties for illegal bribes, gratuities and kickbacks.

18. Equal Opportunity Compliance

The Contractor agrees to abide by all federal and state laws and rules and regulations, and Santa Fe City Code, pertaining to equal employment opportunity. In accordance with all such laws of the State of New Mexico, the Contractor assures that no person in the United States shall, on the grounds of race, religion, color, national origin, ancestry, sex, age, physical or mental handicap, or serious medical condition, spousal affiliation, sexual orientation or gender identity, be excluded from employment with or participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity performed under this Contract. If Contractor is found not to be in compliance with these requirements during the life of this Contract, Contractor agrees to take appropriate steps to correct these deficiencies.

19. Applicable Law

The laws of the State of New Mexico shall govern this Contract, without giving effect to its choice of law provisions. Venue shall be proper only in a New Mexico court of competent jurisdiction in accordance with NMSA 1978, section 38-3-2. By execution of this Contract, Contractor acknowledges and agrees to the jurisdiction of the courts of the State of New Mexico over any and all lawsuits arising under or out of any term of this Contract.

20. Workers Compensation

The Contractor agrees to comply with state laws and rules applicable to workers compensation benefits for its employees. If the Contractor fails to comply with the Workers Compensation Act and applicable rules when required to do so, this Contract may be terminated by the City.

21. Other Insurance

If the services contemplated under this Contract will be performed on or in City facilities or property, Contractor shall maintain in force during the entire term of this Contract, the following insurance coverage(s), naming the City as additional insured.

A. **Commercial General Liability** insurance shall be written on an occurrence basis and be a broad as ISO Form CG 00 01 with limits not less than $2,000,000 per occurrence and $2,000,000 in the aggregate for claims against bodily injury, personal and advertising injury, and property damage. Said

policy shall include broad form Contractual Liability coverage and be endorsed to name the City of Santa Fe their officials, officers, employees, and agents as additional insureds.

B. **Broader Coverage and Limits**. The insurance requirements under this Contract shall be the greater of (1) the minimum coverage and limits specified in this Contract, or (2) the broader coverage and maximum limits of coverage of any insurance policy or proceeds available to the Named Insured. It is agreed that these insurance requirements shall not in any way act to reduce coverage that is broader or that includes higher limits than the minimums required herein. No representation is made that the minimum insurance requirements of this Contract are sufficient to cover the obligations of Contractor hereunder.

C. Contractor shall maintain the above insurance for the term of this Contract and name the City as an additional insured and provide for 30 days cancellation notice on any Certificate of Insurance form furnished by Contractor. Such certificate shall also specifically state the coverage provided under the policy is primary over any other valid and collectible insurance and provide a waiver of subrogation.

22. Records and Financial Audit

The Contractor shall maintain detailed time and expenditure records that indicate the date; time, nature and cost of services rendered during the Contract's term and effect and retain them for a period of three (3) years from the date of final payment under this Contract. The records shall be subject to inspection by the City. The City shall have the right to audit billings both before and after payment. Payment under this Contract shall not foreclose the right of the City to recover excessive or illegal payments

23. Indemnification

The Contractor shall defend, indemnify and hold harmless the City from all actions, proceeding, claims, demands, costs, damages, attorneys' fees and all other liabilities and expenses of any kind from any source which may arise out of the performance of this Contract, caused by the negligent act or failure to act of the Contractor, its officers, employees, servants, subcontractors or agents, or if caused by the actions of any client of the Contractor resulting in injury or damage to persons or property during the time when the Contractor or any officer, agent, employee, servant or subcontractor thereof has or is performing services pursuant to this Contract. In the event that any action, suit or proceeding related to the services performed by the Contractor or any officer, agent, employee, servant or subcontractor under this Contract is brought against the Contractor, the Contractor shall, as soon as practicable but no later than two (2) days after it receives notice thereof, notify the legal counsel of the City.

24. New Mexico Tort Claims Act

Any liability incurred by the City of Santa Fe in connection with this Contract is subject to the immunities and limitations of the New Mexico Tort Claims Act, Section 41-4-1, et. seq. NMSA 1978, as amended. The City and its "public employees" as defined in the New Mexico Tort Claims Act, do not waive sovereign immunity, do not waive any defense and do not waive any limitation of liability pursuant to law. No provision in this Contract modifies or waives any provision of the New Mexico Tort Claims Act.

25. Invalid Term or Condition

If any term or condition of this Contract shall be held invalid or unenforceable, the remainder of this Contract shall not be affected and shall be valid and enforceable.

26. Enforcement of Contract

A party's failure to require strict performance of any provision of this Contract shall not waive or diminish that party's right thereafter to demand strict compliance with that or any other provision. No waiver by a party of any of its rights under this Contract shall be effective unless express and in writing, and no effective waiver by a party of any of its rights shall be effective to waive any other rights.

27. Notices

Any notice required to be given to either party by this Contract shall be in writing and shall be delivered in person, by courier service or by U.S. mail, either first class or certified, return receipt requested, postage prepaid, as follows:

To the City:
Spencer Schwartz
Project Administrator
City of Santa Fe Public Works
2651 Siringo Road, Building E
PO Box 909
Santa Fe, NM 87504-0909
smschwartz@santafenm.gov
505-955-5929

To the Contractor:
Kris Trujillo
Area Manager
B & D Industries
9720 Bell Ave. SE
Albuquerque, NM 87123
krist@banddindustries.com
505-379-1760

28. Authority

If Contractor is other than a natural person, the individual(s) signing this Contract on behalf of Contractor represents and warrants that he or she has the power and authority to bind Contractor, and that no further action, resolution, or approval from Contractor is necessary to enter into a binding contract.

29. Progress Payments

Based upon Application for Payment submitted to the City by the Contractor and Certificates for Payment issued by the City, the City shall make progress payments on account of the Contract sum to the Contractor as provided in the Contract documents for the period ending the last day of the month as follows:

Not later than twenty-one (21) days following the end of the period covered by the Application for Payment, one hundred percent (100%) of the portion of the Contract Sum properly allocable to labor, materials, and equipment incorporated in the work and one hundred percent (100%) of the portion of the Contract sum properly allocable to materials and equipment suitably stored at the site or some other location agreed upon in writing for the period covered by the Application for Payment, less the aggregate of previous payments made by the City; and upon substantial completion of the entire work, a sum sufficient to increase the total payments to

one hundred percent (100%) of the Contract sum, less such amounts as the City shall determine for all incomplete work and unsettled claims as provided in the Contract documents.

30. Final Payment

Final payment, constituting the entire unpaid balance of the Contract sum, unless it is a disputed payment, shall be paid by the City to the Contractor within twenty-one (21) calendar days, after all deficiencies to the Contract document that were noted during the Substantial Completion Inspection and listed on the attachment to the Certificate of Substantial Completion have been corrected, and provided the Contract has been fully performed and a final Certificate for Payment has been issued by the City. In addition, the Contractor shall provide to the City a certified statement of Release of Lien (AIA Document G706A or approved form), Consent of Surety, Warranty from Prime Contractor, Warranties from Suppliers and Manufacturers, training sessions, equipment/operating manuals, and as-built drawings.

31. Schedule

The Contractor shall, within five (5) days after the effective date of Notice to Proceed, prepare and submit a progress schedule covering project operations for the 30-day Contract period. This progress schedule shall be of the type generally referred to as a Critical Path Method (CPM), Critical Path Schedule (CPS), and Critical Path Analysis (CPA), and other similar designations. The CPM shall be used to control the timing and sequences of the project. All work shall be done in accordance with the CPM Planning and Scheduling. A written statement of explanation shall be submitted with the progress schedule. All costs incurred by the contractor to implement the CPM shall be borne by the Contractor and are part of their Contract.

32. General and Special Provisions

A. Terms used in this Contract which are defined in the Conditions of the Contract shall have the meanings designated in those Conditions.

B. An enumeration of the Contractor's General Comprehensive Liability Insurance requirements appears in the General Conditions of the Contract for construction. Insurance requirements are also described in the Instructions to the Bidder section of the Project Manual. Contractor shall maintain adequate insurance in at least the maximum amounts, which the City could be liable under the New Mexico Tort Claims Act and shall provide proof of such insurance coverage to the City. It is the sole responsibility of the Contractor to comply with the law.

C. This Contract shall not become effective until: (1) approved by the Governing Body; and (2) signed by all parties required to sign this Contract.

D. The Contractor shall maintain detailed time records which indicate the date, time and nature of services rendered. These records shall be subject to inspection by the City, the Department of Finance and Administration and the State Auditor. The City shall have the right to audit billings both before and after payment. Payment under this Contract shall not foreclose the right of the City to recover excessive illegal payments.

E. The Contractor warrants that the Contractor presently has no interest and shall not acquire any interest, direct or indirect, which would conflict in any manner or degree with the performance or services required under this Contract.

F. The Contractor hereby warrants that the Contractor complies with the Americans with Disabilities Act, 29 CFR 1630.

G. Gender, Singular/Plural. Words of any gender used in this Contract shall be held and construed to include any other gender, and words in the singular number shall be held to include the plural, unless the context otherwise requires.

H. Captions and Section Headings. The captions and section headings contained in this Contract are for convenience of reference only, and in no way limit, define, or enlarge the terms, scope, and conditions of this Contract.

I. Certificates and Documents Incorporated. All certificates and documentation required by the provisions of the Contract shall be attached to this Contract at the time of execution and are hereby incorporated by reference as though set forth in full in this Contract to the extent they are consistent with its conditions and terms.

J. Separability. If any clause or provision of this Contract is illegal, invalid or unenforceable under present or future laws effective during the term of this Contract, then and in that event, it is the intention of the parties hereto that the remainder of this Contract shall not be affected thereby.

K. Words and Phrases. Words, phrases, and abbreviations, which have well-known technical or trade meanings used in the Contract documents shall be used according to such recognized meaning. In the event of a conflict, the more stringent meaning shall govern.

L. Relationship of Contract Documents. The Contract Documents are complementary, and any requirement of one Contract Document shall be as binding as if required by all.

M. Pursuant to NMSA 1978, section 13-1-191, reference is hereby made to the Criminal Laws of New Mexico (including NMSA 1978, sections 30-14-1, 30-24-2, and 30-41-1 through 30-41-3) which prohibit bribes, kickbacks, and gratuities, violation of which constitutes a felony. Further, the Procurement Code (NMSA 1978, sections 13-1-28 through 13-1-199) imposes civil and criminal penalties for its violation.

N. Pursuant to NMSA 1978, section 13-4-11. Reference is hereby made to the Minimum Wage on Public Works; weekly payments; posting wage scale; withholding funds.

IN WITNESS WHEREOF, the Parties have executed this Contract as of the date of the signature by the required approval authorities below.

CITY OF SANTA FE:

Alan Webber (Jan 22, 2025 15:48 MST)

ALAN WEBBER, MAYOR

DATE: Jan 22, 2025

CONTRACTOR:

CLINTON BEALL, PRESIDENT

DATE: 11.01.2024

NMBTIN: 01-716872-00-4

ATTEST:

ANDREA SALAZAR (Jan 22, 2025 16:25 MST)

GERALYN CARDENAS, INTERIM CITY CLERK

GB MTG 01-15-2025

XIV

CITY ATTORNEY'S OFFICE:

Kevin L. Nault

Kevin L. Nault (Nov 6, 2024 10:10 MST)

ASSISTANT CITY ATTORNEY

APPROVED FOR FINANCES:

Emily K. Oster

FINANCE DIRECTOR

B&D Industries, Inc.
Whatever it takes.

PRICE PROPOSAL

NEW MEXICO
9720 Bell Ave SE
Albuquerque, NM 87123
Phone: (505) 299-4464
24-Hour Service: (505) 559-2585
Fax: (505) 298-2114

BRANCH OFFICES

NEW MEXICO
303 Texas Ave.
Eunice, NM 88231
Phone: (575) 394-1182
Fax: (505) 298-2114

2885 Industrial Rd.
Santa Fe, NM 87505
Phone: (505) 299-4464
24-Hour Service: (505) 559-2585
Fax: (505) 559-2589

Warehouse, Prefab and Sheet Metal Fab Shop
3712 Edith Blvd NE
Albuquerque, NM 87107

ARIZONA
3001 South 35th Street #C10
Phoenix, AZ 85034
Phone: (480) 632-4002
24-Hour Service: (480) 901-4880

NEW YORK
65 Washington Street,
Rensselaer, NY 12144
Phone: (518) 400-7412

9/19/2024 Quote No. 04-24-055

Attn: Shaun Montoya
Sbmontoya@santafenm.gov

Contract *30-00000-23-00084*

Re: COSF Southside Library RTUs *Replacement*

Thank you for the opportunity to provide a price for this project.

Journeyman 432 @ $101.18:	$ 43,709.76
Apprentice 288 @ $79.88	$ 23,005.44
York RTUs – Pass through	$288,425.00
Misc Material - Pass through	$ 7,747.85
Permits – Pass through	$ 812.01
Crane Services @ 8%	$ 31,937.80
ACS Controls @ 8%	$ 9,266.40
EB&I @ 8%	$ 15,089.76
General Conditions @ 10%	$ 41,998.98
Bond:	$ 3,180.53
Subtotal:	**$465,173.53**
Tax:	$ 11,842.77
Grand Total	**$477,016.30**

Base Bid Scope:

- LOTO panels feeding current RTUs to be replaced
- Shut off gas valves feeding RTUs
- Disconnect gas, duct, and power to RTUs
- Disconnect UVC lights, door switches and Rapid Install Kits – to be used in new RTUs
- Remove UVC view ports – to be used in new RTUs
- Utilize a crane to remove RTUs – dispose of off-site
- Utilize a crane install (4) new York RTUs
- Connect (4) RTUs with a curb adapter
- Add new fused disconnect switches to RTUs
- Provide new liquid tight flex conduit and fittings for new disconnect switches
- Re-install UVC RIK kits and lights – test for functionality
- Install UVC viewport
- Connect gas line with new flex to RTUs
- Reconnect power and remove LOTO on panels
- Install new copper condensate lines to nearest roof drain
- **Controls** - B&D to subcontract ACS for connecting controls back to new RTUs
- **Crane** – B&D to utilize Crane services for RTU installations
- **TAB** – Test and Balance static pressure before demolition, and TAB static pressure of new units for proper air distribution throughout facility.

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9720 Bell Ave SE
Albuquerque, NM 87123
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Phone: (480) 632-4002
24-Hour Service: (480) 901-4880

NEW YORK
65 Washington Street,
Rensselaer, NY 12144
Phone: (518) 400-7412

Inclusions and assumptions:

1. 4 York Sun Select R454B RTUs – *10 Week lead time*
2. Equipment start up per manufacturer recommendations
3. One (1) year warranty
4. RTUs will be taken off 2 at a time to avoid the whole building not having HVAC
5. B&D to give COSF an adequate schedule of any outages well in advance of performing work

Exclusions:

1. Temp power or HVAC
2. New UVC lights
3. Asbestos removal
4. Structural work
5. New roof penetrations
6. Roofing or roof patching
7. Plan review, and utility fees
8. General site conditions
9. Seismic bracing
10. BIM, CAD or 3D modeling
11. Rental of temp. generator
12. Removal of spoils from site due to excavation
13. Coring of concrete, asphalt, etc.
14. Architect design and engineering services
15. Lead paint removal
16. Unforeseen site conditions that are irregular or unusual circumstances and may incur additional cost such as harder than usual digging conditions, hidden items, etc.
17. Repair of existing code violations, or upgrades other than those mentioned here-in
18. Any scope of work not specifically addressed in this narrative or not shown on the bid documents

If you have any questions or concerns, please feel free to email or call.

Best Regards,

Jordan Turpen
M&P Estimator
B&D Industries, Inc.
505-235-3879 (Cell)
jturpen@banddindustries.com

This cost proposal is valid for 30 days following issuance by B&D Industries, Inc. If the proposal is accepted after 30 days, B&D reserves the right to revise the price in accordance with commodity pricing changes including, but not limited to, copper, conduit and steel materials. If awarded, B&D reserves the right to review all contract documents associated with the project.

Signed - Construction_Contract_BandD_SSLibraryRTUs-Final CAO with Exhibit A

Final Audit Report 2024-11-06

Created:	2024-11-06
By:	Amy Cawthon (amcawthon@santafenm.gov)
Status:	Signed
Transaction ID:	CBJCHBCAABAAPyfCXLniU8V8w9_Gvj6aiV7rOp8hYUdL

"Signed - Construction_Contract_BandD_SSLibraryRTUs-Final CAO with Exhibit A" History

Document created by Amy Cawthon (amcawthon@santafenm.gov)
2024-11-06 - 4:37:01 PM GMT- IP address: 63.232.20.2

Document emailed to klnault@santafenm.gov for signature
2024-11-06 - 4:37:38 PM GMT

Email viewed by klnault@santafenm.gov
2024-11-06 - 5:10:23 PM GMT- IP address: 104.47.65.254

Signer klnault@santafenm.gov entered name at signing as Kevin L. Nault
2024-11-06 - 5:10:39 PM GMT- IP address: 63.232.20.2

Document e-signed by Kevin L. Nault (klnault@santafenm.gov)
Signature Date: 2024-11-06 - 5:10:41 PM GMT - Time Source: server- IP address: 63.232.20.2

Agreement completed.
2024-11-06 - 5:10:41 PM GMT

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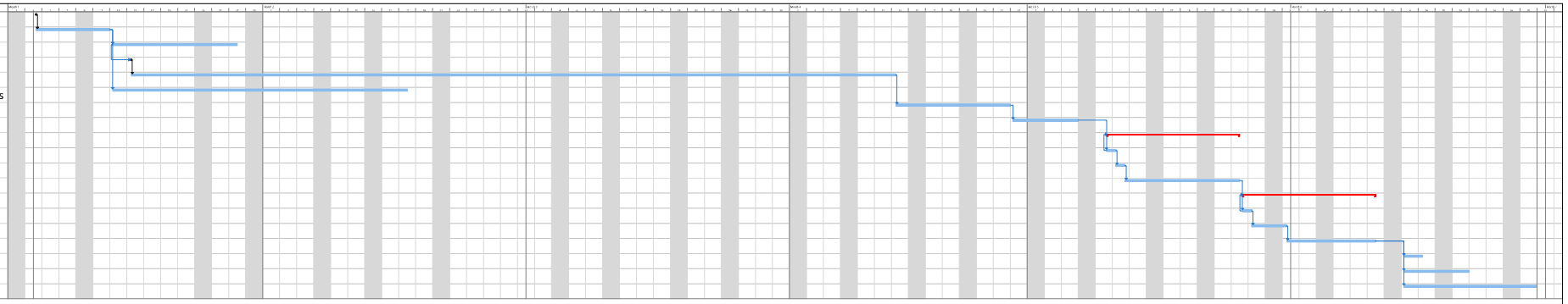
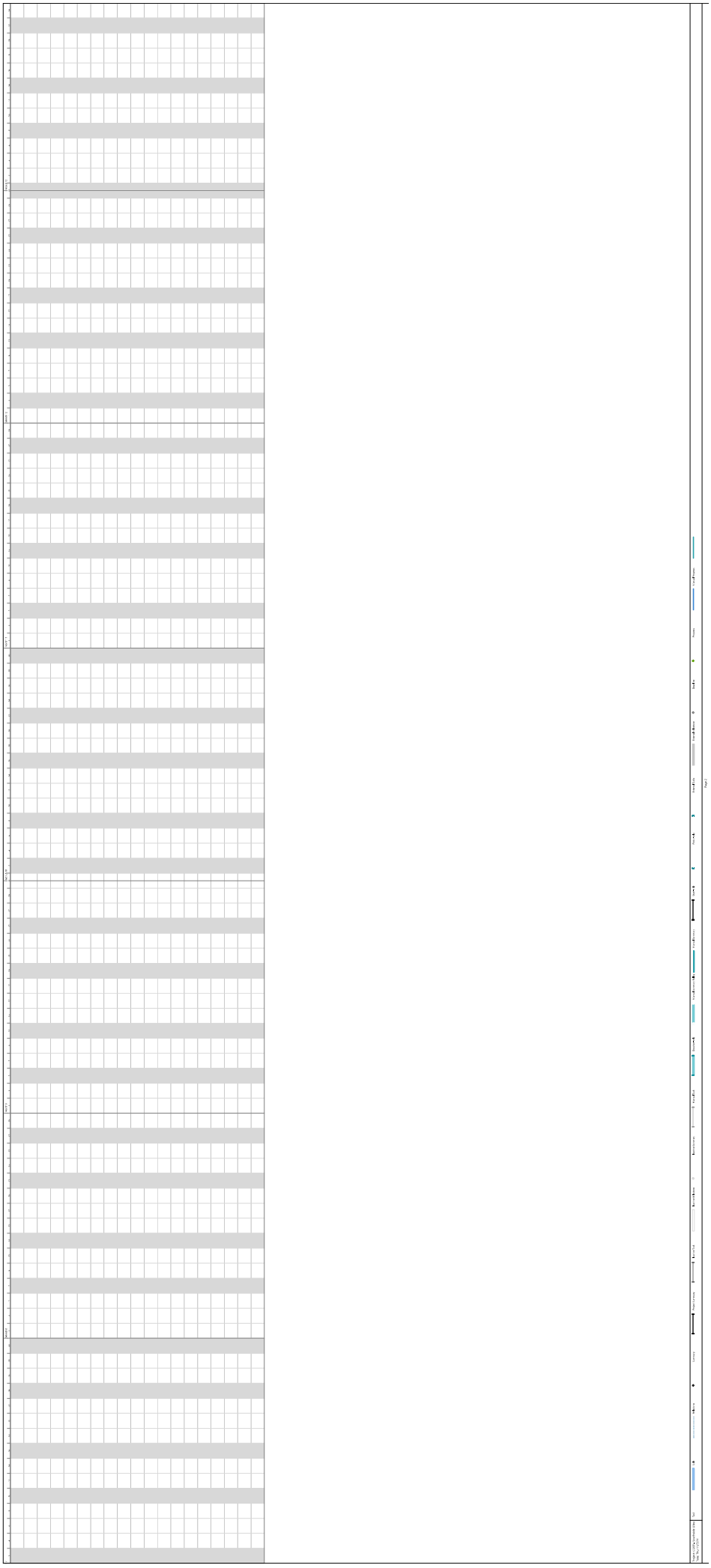
	Task Name	Duration
1	Contract Execution	0 days
2	Contract Initiation	4 days
3	Subcontracting	8 days
4	RTU's Ordered	0 days
5	RTU's Lead Time	10 wks
6	Material Procurement	16 days
7	RTU's Shipping	6 days
8	Mobilization	4 days
9	RTU #1 and #2 HVAC Outage	8 days
10	Disconnect RTU#1 and RTU#2	1 day
11	Crane Pick#1	1 day
12	Reconnect RTU#1 and RTU#2	6 days
13	RTU #3 and #4 HVAC Outage	8 days
14	Disconnect RTU#3 and RTU#4	1 day
15	Crane Pick#2	1 day
16	Reconnect RTU#3 and RTU#4	6 days
17	Demobilization	2 days
18	Punchlist	4 days
19	Closeout	8 days





ACORD

CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY) 12/29/2023

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must have ADDITIONAL INSURED provisions or be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

PRODUCER License # 0757776
HUB International Insurance Services (SOW)
6565 Americas Parkway Suite 720
Albuquerque, NM 87110

CONTACT NAME: Carrie Butler
PHONE (A/C, No, Ext): (505) 262-9412 9412 FAX (A/C, No): (866) 487-3972
E-MAIL ADDRESS: Carrie.Butler@hubinternational.com

INSURER(S) AFFORDING COVERAGE	NAIC #
INSURER A : Valley Forge Insurance Company	20508
INSURER B : National Fire Insurance Company of Hartford	20478
INSURER C : The Continental Insurance Company	35289
INSURER D : Builders Trust of New Mexico	
INSURER E :	
INSURER F :	

INSURED
B & D Industries, Inc.
9720 Bell Ave SE
Albuquerque, NM 87123

COVERAGES **CERTIFICATE NUMBER:** **REVISION NUMBER:**

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDL INSD	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS	
A	X COMMERCIAL GENERAL LIABILITY CLAIMS-MADE X OCCUR GEN'L AGGREGATE LIMIT APPLIES PER: POLICY X PRO-JECT LOC OTHER:	X	X	6016149399	12/31/2023	12/31/2024	EACH OCCURRENCE DAMAGE TO RENTED PREMISES (Ea occurrence) MED EXP (Any one person) PERSONAL & ADV INJURY GENERAL AGGREGATE PRODUCTS - COMP/OP AGG	$ 1,000,000 $ 1,000,000 $ 15,000 $ 1,000,000 $ 2,000,000 $ 2,000,000
B	AUTOMOBILE LIABILITY X ANY AUTO OWNED AUTOS ONLY SCHEDULED AUTOS HIRED AUTOS ONLY NON-OWNED AUTOS ONLY	X	X	6016149371	12/31/2023	12/31/2024	COMBINED SINGLE LIMIT (Ea accident) BODILY INJURY (Per person) BODILY INJURY (Per accident) PROPERTY DAMAGE (Per accident)	$ 1,000,000 $ $ $
C	X UMBRELLA LIAB X OCCUR EXCESS LIAB CLAIMS-MADE DED X RETENTION $ 10,000	X	X	6016149404	12/31/2023	12/31/2024	EACH OCCURRENCE AGGREGATE Aggregate	$ 5,000,000 $ $ 5,000,000
D	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in NH) Y / N: N If yes, describe under DESCRIPTION OF OPERATIONS below	N / A	X	WC100-0005672-2024A	1/1/2024	1/1/2025	X PER STATUTE OTH-ER E.L. EACH ACCIDENT E.L. DISEASE - EA EMPLOYEE E.L. DISEASE - POLICY LIMIT	 $ 2,000,000 $ 2,000,000 $ 2,000,000

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)
Umbrella is Form Following over General Liability, Auto Liability and Employers Liability. Additional Insured, Waiver of Subrogation and Primary Non-Contributory apply per attached policy forms.

CERTIFICATE HOLDER

City of Santa Fe
200 Lincoln Ave
Santa Fe, NM 87501

CANCELLATION

SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.

AUTHORIZED REPRESENTATIVE



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DocuSign Envelope ID: 502ABA98-7835-4E98-ABAE-7DE071C16230

State of New Mexico
General Services Department
Purchasing Division

Statewide Price Agreement Amendment

Awarded Vendor:
25 Vendors

Number: **30-00000-23-00084**

Amendment No.: **Three**

Term: **July 5, 2023 - July 4, 2025**

Ship To:
All State of New Mexico agencies, commissions, institutions, political subdivisions and local public bodies allowed by law.

Invoice:
As Requested

MJ

Procurement Specialist: **Mikayla Trujillo**

Telephone No.: **(505) 469-1092**

Email: **Mikayla.Trujillo@gsd.nm.gov**

Title: **HVAC and Plumbing Services - Statewide**

This amendment is to be attached to the respective Price Agreement and become a part thereof.

In accordance with Price Agreement provisions, and by mutual agreement of all parties, this Price Agreement is extended from July 5, 2024 to July 4, 2025 at the same price, terms and conditions, except Vendor (AH) Comfort System USA Southwest, Inc. who chose not to extend.

See attached price increases for Vendor (AF) B & D Industries.

Except as modified by this amendment, the provisions of the Price Agreement shall remain in full force and effect.

Accepted for the State of New Mexico

Dorothy Mendonca

Date: 7/8/2024

Dorothy Mendonca
New Mexico State Purchasing Agent

DocuSign Envelope ID: 502ABA98-7835-4E98-ABAE-7DE071C16230

Vendor (AF) B & D Industries Price Increases

Item	Unit	Description	Current Rate	New Rate
001	Hour	**Journeymen/Foreman/Experienced Technician - Worker, regular hours**		
		Zone 1	$95.00	**$101.18**
		Zone 2	$95.00	**$101.18**
		Zone 3	$95.00	**$101.18**
		Zone 4	$95.00	**$101.18**
		Zone 5	$95.00	**$101.18**
		Zone 6	$95.00	**$101.18**
002	Hour	**Journeymen/Foreman/Experienced Technician - Worker, after hours**		
		Zone 1	$125.00	**$133.13**
		Zone 2	$125.00	**$133.13**
		Zone 3	$125.00	**$133.13**
		Zone 4	$125.00	**$133.13**
		Zone 5	$125.00	**$133.13**
		Zone 6	$125.00	**$133.13**
003	Hour	**Apprentice/Experienced - Worker, regular hours**		
		Zone 1	$70.00	**$74.55**
		Zone 2	$70.00	**$74.55**
		Zone 3	$70.00	**$74.55**
		Zone 4	$70.00	**$74.55**
		Zone 5	$70.00	**$74.55**
		Zone 6	$70.00	**$74.55**
004	Hour	**Apprentice/Experienced - Worker, after hours**		
		Zone 1	$90.00	**$95.86**
		Zone 2	$90.00	**$95.86**
		Zone 3	$90.00	**$95.86**
		Zone 4	$90.00	**$95.86**
		Zone 5	$90.00	**$95.86**
		Zone 6	$90.00	**$95.86**
005	Hour	**Laborer, regular hours worked**		
		Zone 1	$55.00	**$57.33**
		Zone 2	$55.00	**$57.33**
		Zone 3	$55.00	**$57.33**
		Zone 4	$55.00	**$57.33**
		Zone 5	$55.00	**$57.33**
		Zone 6	$55.00	**$57.33**
006	Hour	**Laborer, after hours worked**		
		Zone 1	$70.00	**$72.97**
		Zone 2	$70.00	**$72.97**
		Zone 3	$70.00	**$72.97**
		Zone 4	$70.00	**$72.97**
		Zone 5	$70.00	**$72.97**
		Zone 6	$70.00	**$72.97**

DocuSign Envelope ID: 502ABA98-7835-4E98-ABAE-7DE071C16230

Item	Unit	Description	Current Rate	New Rate
		Projects OVER Sixty Thousand ($60,000.00)		
007	Hour	**Journeymen/Foreman/Experienced Technician - Worker, regular hours**		
		Zone 1	$95.00	**$101.18**
		Zone 2	$95.00	**$101.18**
		Zone 3	$95.00	**$101.18**
		Zone 4	$95.00	**$101.18**
		Zone 5	$95.00	**$101.18**
		Zone 6	$95.00	**$101.18**
008	Hour	**Journeymen/Foreman/Experienced Technician - Worker, after hours**		
		Zone 1	$125.00	**$133.14**
		Zone 2	$125.00	**$133.14**
		Zone 3	$125.00	**$133.14**
		Zone 4	$125.00	**$133.14**
		Zone 5	$125.00	**$133.14**
		Zone 6	$125.00	**$133.14**
009	Hour	**Apprentice/Experienced - Worker, regular hours**		
		Zone 1	$75.00	**$79.88**
		Zone 2	$75.00	**$79.88**
		Zone 3	$75.00	**$79.88**
		Zone 4	$75.00	**$79.88**
		Zone 5	$75.00	**$79.88**
		Zone 6	$75.00	**$79.88**
010	Hour	**Apprentice/Experienced - Worker, after hours**		
		Zone 1	$95.00	**$101.18**
		Zone 2	$95.00	**$101.18**
		Zone 3	$95.00	**$101.18**
		Zone 4	$95.00	**$101.18**
		Zone 5	$95.00	**$101.18**
		Zone 6	$95.00	**$101.18**
011	Hour	**Laborer, regular hours worked**		
		Zone 1	$55.00	**$57.33**
		Zone 2	$55.00	**$57.33**
		Zone 3	$55.00	**$57.33**
		Zone 4	$55.00	**$57.33**
		Zone 5	$55.00	**$57.33**
		Zone 6	$55.00	**$57.33**
012	Hour	**Laborer, after hours worked**		
		Zone 1	$70.00	**$72.97**
		Zone 2	$70.00	**$72.97**
		Zone 3	$70.00	**$72.97**
		Zone 4	$70.00	**$72.97**

DocuSign Envelope ID: 502ABA98-7835-4E98-ABAE-7DE071C16230

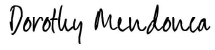
Item	Unit	Description	Current Rate	New Rate
		Zone 5	$70.00	**$72.97**
		Zone 6	$70.00	**$72.97**
013	Hour	**Diagnosis, project estimates, troubleshooting**	$95.00	**$101.18**
014	%	**Percentage Off Retail For all Parts and Materials**	0%	**No Change**
015	Day	**Daily per diem rate for overnight stay as needed including dinner and breakfast per person**	$150.00	**No Change**
016	Mileage	**One way per mile cost, per vehicle**	$0.62	**No Change**

Certificate Of Completion

Envelope Id: 502ABA9878354E98ABAE7DE071C16230
Status: Completed
Subject: Please DocuSign: 30-00000-23-00084 HVAC and Plumbing Services A003
Source Envelope:
Document Pages: 4
Signatures: 1
Envelope Originator:
Certificate Pages: 5
Initials: 2
Mikayla Trujillo
AutoNav: Enabled
1100 S Saint Francis Dr
EnvelopeId Stamping: Enabled
Santa Fe, NM 87502
Time Zone: (UTC-07:00) Mountain Time (US & Canada)
mikayla.trujillo@gsd.nm.gov
IP Address: 164.64.62.10

Record Tracking

Status: Original
7/3/2024 2:33:50 PM
Holder: Mikayla Trujillo
mikayla.trujillo@gsd.nm.gov
Location: DocuSign
Security Appliance Status: Connected
Pool: StateLocal
Storage Appliance Status: Connected
Pool: General Services Department
Location: DocuSign

Signer Events	Signature	Timestamp
Tami Concha tami.concha@gsd.nm.gov Const. Supervisor New Mexico General Services, State Purchasing Division Security Level: Email, Account Authentication (None), Login with SSO **Electronic Record and Signature Disclosure:** Accepted: 6/28/2024 7:02:43 AM ID: a9ed2d91-f227-45ce-9f3e-898ece78fea0	 Signature Adoption: Pre-selected Style Using IP Address: 68.84.148.80	Sent: 7/3/2024 2:36:05 PM Viewed: 7/5/2024 10:24:43 AM Signed: 7/5/2024 10:30:36 AM
Mikayla Trujillo mikayla.trujillo@gsd.nm.gov Procurement Specialist II GSD/SPD Security Level: Email, Account Authentication (None) **Electronic Record and Signature Disclosure:** Not Offered via DocuSign	 Signature Adoption: Pre-selected Style Using IP Address: 164.64.62.10	Sent: 7/5/2024 10:30:37 AM Viewed: 7/8/2024 8:07:48 AM Signed: 7/8/2024 8:07:51 AM
Dorothy Mendonca dorothy.mendonca@gsd.nm.gov SPD Division Director / State Purchasing Agent General Services Department Signing Group: 35000 - State Purchasing Agent Security Level: Email, Account Authentication (None) **Electronic Record and Signature Disclosure:** Accepted: 4/14/2023 7:24:59 AM ID: 51f6380f-50f7-4227-afb5-572b373dfb7c	 Signature Adoption: Pre-selected Style Using IP Address: 164.64.62.10	Sent: 7/8/2024 8:07:54 AM Viewed: 7/8/2024 9:08:12 AM Signed: 7/8/2024 9:08:16 AM

In Person Signer Events	Signature	Timestamp

Editor Delivery Events	Status	Timestamp

Agent Delivery Events	Status	Timestamp

Intermediary Delivery Events	Status	Timestamp

Certified Delivery Events	Status	Timestamp

Carbon Copy Events	Status	Timestamp

Witness Events	Signature	Timestamp

Notary Events	Signature	Timestamp

Envelope Summary Events	Status	Timestamps
Envelope Sent	Hashed/Encrypted	7/3/2024 2:36:05 PM
Certified Delivered	Security Checked	7/8/2024 9:08:12 AM
Signing Complete	Security Checked	7/8/2024 9:08:16 AM
Completed	Security Checked	7/8/2024 9:08:16 AM

Payment Events	Status	Timestamps

Electronic Record and Signature Disclosure

ELECTRONIC RECORD AND SIGNATURE DISCLOSURE

A. ELECTRONIC RECORD AND SIGNATURE DISCLOSURE (ERSD)

From time to time, New Mexico General Services Department (GSD), on behalf of the State of New Mexico (SONM), may be required by law to provide you with certain written notices or disclosures. Stated below are the terms and conditions for GSD's providing you such notices and disclosures electronically through the DocuSign system. Please read this information carefully. If you are able to access this information electronically and agree to **this Electronic Record and Signature Disclosure (ERSD)**, please confirm your agreement by selecting the check-box next to "I agree to use electronic records and signatures" before clicking "CONTINUE" within the DocuSign system.

B. Obtaining paper copies

At any time up to twenty (20) calendar days following your use of DocuSign to electronically sign a document, you may request a paper copy of any record provided or made available electronically to you by GSD. You will have the ability to download and print documents SONM sends you through the DocuSign system during and immediately after the signing session and, if you elect to create a DocuSign account, you may access the documents for a twenty (20) calendar day period after such documents are first sent to you. Following the twenty (20) day period, if you want GSD to send you paper copies of any such documents from GSD's office, you will be charged a $1.00 per-page fee plus postage. You may request delivery of such paper copies from GSD by following the procedure stated in Section H, below.

C. Withdrawing your consent

If you decide to receive notices and disclosures from GSD electronically, you may at any time change your mind and inform GSD you want to receive required notices and disclosures only in paper format. The procedure concerning how you may inform GSD of your decision to receive future notices and disclosures in paper format as well as withdraw your consent to receive notices and disclosures electronically is stated in Section D, immediately below.

D. Consequences of changing your mind

If you elect to receive required notices and disclosures only in paper format, it will slow the speed with which GSD will be able to complete certain steps in specific transactions and deliver paper copies to you. GSD will need: (1) to send the required notices or disclosures to you in paper format; and (2) wait until GSD receives your acknowledgment of your receipt of such paper notices or disclosures. Further, you will no longer be able to use the DocuSign system to receive required notices and consents electronically from SONM or to electronically sign documents generated and sent to you from SONM.

E. All notices and disclosures will be sent to you electronically

Unless you inform GSD otherwise according to these procedures, GSD will electronically provide you through the DocuSign system all required notices, disclosures, authorizations, acknowledgements and other documents that are required to be provided or made available to you during the course of your electronic signature relationship with SONM. To reduce the possibility of inadvertent non-receipt, GSD prefers to provide all required notices and disclosures by the same method and to the same email or physical address that you furnish to GSD. Thus, you may receive the disclosures and notices electronically or in paper form. If you do not agree with this procedure, please inform GSD according to the procedures stated in Section I, below. Please also refer to Section D, immediately above, which states the consequences resulting from your declination of electronic delivery of notices and disclosures.

F. How to contact GSD:

You may inform General Services Department (GSD) of any changes you select regarding State Purchasing Division's (SPD) electronic communications with you, to request paper copies of certain information from SPD, and to withdraw your prior consent to receive notices and disclosures electronically by emailing your request(s) to SPD at: *GSD.SPDinfo@state.nm.us*

G. To advise SPD of your new email address

To inform SPD of a change in the email address to which SPD sends you notices and disclosures electronically, you must send an email to SPD at *GSD.SPDinfo@state.nm.us* and in the body of such request you must include your previous and new email addresses.

H. To request paper copies from SPD

To request delivery of paper copies of electronic notices and disclosures that DocuSign and/or SPD have previously provided to you, you must send an email to SPD at *GSD.SPDinfo@state.nm.us* and in the body of your email request state your email address, full name, mailing address, and telephone number. SPD will charge you a $1.00 per page copy fee plus postage.

I. To withdraw your consent with SPD

To inform SPD that you no longer wish to receive notices and disclosures in electronic format you may:

(1) Decline to sign a document from within a signing session, and on the subsequent page, select the check-box indicating you wish to withdraw your consent, or you may:

(2) Send SPD an email to *GSD.SPDinfo@state.nm.us* and in the body of your request state your email address, full name, mailing address, and telephone number.

J. Required hardware and software

The minimum system requirements for using the DocuSign system may change over time. The current DocuSign system requirements may be found at:
https://support.docusign.com/guides/signer-guide-signing-system-requirements

K. Acknowledging your access and consent to receive and sign documents electronically

To confirm that you are able to electronically access the information contained in this Electronic Record and Signature Disclosure (ERSD), please confirm that you have: (1) read this ERSD, and either: (2) you are able to print on paper or electronically save this ERSD for your future reference and access; or (3) you are able to email this ERSD to an email address where you will be able to print this ERSD on paper and/or save this ERSD for your future reference and access. Further, if you consent to receiving notices and disclosures from DocuSign and/or SPD exclusively in electronic format, then select the check-box next to "I agree to use electronic records and signatures," before you click "CONTINUE" within the DocuSign system.

By selecting the check-box next to "I agree to use electronic records and signatures," you confirm that:

- You have read this Electronic Record and Signature Disclosure (ERSD); and
- You can print this ERSD on paper, or you can save and/ or send this ERSD to a location where you can print this ERSD, for your future reference and access; and
- Until or unless you notify SPD as stated in this ERSD, you consent to exclusively receive through electronic means all notices, disclosures, authorizations, acknowledgements, and other documents that are required to be provided or made available to you by SPD during the course of your electronic signature relationship with SPD.

Memo_SouthsideLibrary_RTU_BD_10 28 2024_SS1 JB1 EK1 SB1 RW revised

Final Audit Report 2024-11-19

Created:	2024-11-18
By:	Elizabeth Kahahane (elkahahane@santafenm.gov)
Status:	Signed
Transaction ID:	CBJCHBCAABAAkO50MoTXAAvnAA0cOSgZhXylusocl6Kr

"Memo_SouthsideLibrary_RTU_BD_10 28 2024_SS1 JB1 EK1 SB1 RW revised" History

Document created by Elizabeth Kahahane (elkahahane@santafenm.gov)
2024-11-18 - 9:02:22 PM GMT- IP address: 63.232.20.2

Document emailed to Spencer Schwartz (smschwartz@santafenm.gov) for signature
2024-11-18 - 9:07:08 PM GMT

Email viewed by Spencer Schwartz (smschwartz@santafenm.gov)
2024-11-18 - 9:22:14 PM GMT- IP address: 104.47.64.254

Document e-signed by Spencer Schwartz (smschwartz@santafenm.gov)
Signature Date: 2024-11-18 - 9:22:56 PM GMT - Time Source: server- IP address: 63.232.20.2

Document emailed to JOHN BURNETT (jsburnett@santafenm.gov) for signature
2024-11-18 - 9:23:00 PM GMT

Email viewed by JOHN BURNETT (jsburnett@santafenm.gov)
2024-11-19 - 3:12:48 AM GMT- IP address: 73.228.3.65

Document e-signed by JOHN BURNETT (jsburnett@santafenm.gov)
Signature Date: 2024-11-19 - 3:13:21 AM GMT - Time Source: server- IP address: 73.228.3.65

Document emailed to rawheeler@santafenm.gov for signature
2024-11-19 - 3:13:23 AM GMT

Email viewed by rawheeler@santafenm.gov
2024-11-19 - 4:33:52 PM GMT- IP address: 104.47.64.254

Signer rawheeler@santafenm.gov entered name at signing as RW
2024-11-19 - 4:35:10 PM GMT- IP address: 174.205.165.38

Powered by Adobe Acrobat Sign

Document e-signed by RW (rawheeler@santafenm.gov)

Signature Date: 2024-11-19 - 4:35:12 PM GMT - Time Source: server- IP address: 174.205.165.38

Agreement completed.

2024-11-19 - 4:35:12 PM GMT

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Acrobat Sign

Memo_SouthsideLibrary_RTU_BD_10 28 2024_SS1 JB1 EK1 SB1 RW revised SIGNED

Final Audit Report 2024-11-26

Created:	2024-11-21
By:	JAMES EDWARDS (jwedwards@santafenm.gov)
Status:	Signed
Transaction ID:	CBJCHBCAABAAw_0JTBg8I-FcHLuwwua-eHiVFO4rgScJ

"Memo_SouthsideLibrary_RTU_BD_10 28 2024_SS1 JB1 EK1 SB1 RW revised SIGNED" History

Document created by JAMES EDWARDS (jwedwards@santafenm.gov)
2024-11-21 - 8:19:09 PM GMT- IP address: 97.182.23.177

Document sent to ALEXIS LOTERO (aclotero@santafenm.gov) and ajhopkins@santafenm.gov ajhopkins@santafenm.gov (ajhopkins@santafenm.gov) for signature. One of them to sign
2024-11-21 - 8:21:07 PM GMT

Email viewed by ajhopkins@santafenm.gov ajhopkins@santafenm.gov (ajhopkins@santafenm.gov)
2024-11-21 - 9:09:12 PM GMT- IP address: 104.47.64.254

Document e-signed by ajhopkins@santafenm.gov ajhopkins@santafenm.gov (ajhopkins@santafenm.gov)
Signature Date: 2024-11-21 - 9:10:23 PM GMT - Time Source: server- IP address: 63.232.20.2

Document sent to JoAnn Lovato (jdlovato@santafenm.gov) and Travis Dutton-Leyda (tkduttonleyda@santafenm.gov) for signature. One of them to sign
2024-11-21 - 9:10:28 PM GMT

Email viewed by Travis Dutton-Leyda (tkduttonleyda@santafenm.gov)
2024-11-21 - 9:16:25 PM GMT- IP address: 174.218.17.153

Document e-signed by Travis Dutton-Leyda (tkduttonleyda@santafenm.gov)
Signature Date: 2024-11-21 - 9:39:01 PM GMT - Time Source: server- IP address: 216.207.130.218

Document emailed to EMILY OSTER (ekoster@santafenm.gov) for signature
2024-11-21 - 9:39:05 PM GMT

Email viewed by EMILY OSTER (ekoster@santafenm.gov)
2024-11-26 - 5:43:15 PM GMT- IP address: 104.47.64.254

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Document e-signed by EMILY OSTER (ekoster@santafenm.gov)

Signature Date: 2024-11-26 - 5:46:43 PM GMT - Time Source: server- IP address: 73.42.112.179

Agreement completed.

2024-11-26 - 5:46:43 PM GMT

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Acrobat Sign

Signature: XAVIER VIGIL
XAVIER VIGIL (Jan 22, 2025 14:55 MST)

Email: xivigil@santafenm.gov

25-0013 B&D Industries, Inc.

Final Audit Report 2025-01-22

Created:	2025-01-22
By:	XAVIER VIGIL (xivigil@santafenm.gov)
Status:	Signed
Transaction ID:	CBJCHBCAABAAiVIH6gqtDsTLYyhQoBwSSSyYt5JBsTe8

"25-0013 B&D Industries, Inc." History

Document created by XAVIER VIGIL (xivigil@santafenm.gov)
2025-01-22 - 9:52:02 PM GMT- IP address: 63.232.20.2

Document e-signed by XAVIER VIGIL (xivigil@santafenm.gov)
Signature Date: 2025-01-22 - 9:55:00 PM GMT - Time Source: server- IP address: 63.232.20.2

Document emailed to Alan Webber (amwebber@santafenm.gov) for signature
2025-01-22 - 9:55:03 PM GMT

Email viewed by Alan Webber (amwebber@santafenm.gov)
2025-01-22 - 10:48:44 PM GMT- IP address: 104.28.85.159

Document e-signed by Alan Webber (amwebber@santafenm.gov)
Signature Date: 2025-01-22 - 10:48:53 PM GMT - Time Source: server- IP address: 63.232.20.2

Document emailed to ANDREA SALAZAR (asalazar@santafenm.gov) for signature
2025-01-22 - 10:48:57 PM GMT

Email viewed by ANDREA SALAZAR (asalazar@santafenm.gov)
2025-01-22 - 11:25:17 PM GMT- IP address: 174.240.22.58

Document e-signed by ANDREA SALAZAR (asalazar@santafenm.gov)
Signature Date: 2025-01-22 - 11:25:30 PM GMT - Time Source: server- IP address: 174.240.22.58

Agreement completed.
2025-01-22 - 11:25:30 PM GMT

Powered by Adobe Acrobat Sign

B&DINDU-01 CBUTLER

CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY) 12/30/2024

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must have ADDITIONAL INSURED provisions or be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

PRODUCER License # 0757776
HUB International Insurance Services (SOW)
6565 Americas Parkway Suite 720
Albuquerque, NM 87110

CONTACT NAME: Carrie Butler
PHONE (A/C, No, Ext): (505) 262-9412 9412 FAX (A/C, No): (866) 487-3972
E-MAIL ADDRESS: Carrie.Butler@hubinternational.com

INSURER(S) AFFORDING COVERAGE	NAIC #
INSURER A : Valley Forge Insurance Company	20508
INSURER B : National Fire Insurance Company of Hartford	20478
INSURER C : The Continental Insurance Company	35289
INSURER D : Builders Trust of New Mexico	
INSURER E :	
INSURER F :	

INSURED
B & D Industries, Inc.
9720 Bell Ave SE
Albuquerque, NM 87123

COVERAGES **CERTIFICATE NUMBER:** **REVISION NUMBER:**

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDL INSD	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS	
A	X COMMERCIAL GENERAL LIABILITY CLAIMS-MADE X OCCUR GEN'L AGGREGATE LIMIT APPLIES PER: POLICY X PRO-JECT LOC OTHER:	X	X	6016149399	12/31/2024	12/31/2025	EACH OCCURRENCE DAMAGE TO RENTED PREMISES (Ea occurrence) MED EXP (Any one person) PERSONAL & ADV INJURY GENERAL AGGREGATE PRODUCTS - COMP/OP AGG	$ 1,000,000 $ 1,000,000 $ 15,000 $ 1,000,000 $ 2,000,000 $ 2,000,000
B	AUTOMOBILE LIABILITY X ANY AUTO OWNED AUTOS ONLY SCHEDULED AUTOS HIRED AUTOS ONLY NON-OWNED AUTOS ONLY	X	X	6016149371	12/31/2024	12/31/2025	COMBINED SINGLE LIMIT (Ea accident) BODILY INJURY (Per person) BODILY INJURY (Per accident) PROPERTY DAMAGE (Per accident)	$ 1,000,000 $ $ $
C	X UMBRELLA LIAB X OCCUR EXCESS LIAB CLAIMS-MADE DED X RETENTION $ 10,000	X	X	6016149404	12/31/2024	12/31/2025	EACH OCCURRENCE AGGREGATE Aggregate	$ 5,000,000 $ $ 5,000,000
D	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in NH) Y / N: N If yes, describe under DESCRIPTION OF OPERATIONS below	N / A	X	WC100-0005672-2025A	1/1/2025	1/1/2026	X PER STATUTE OTH-ER E.L. EACH ACCIDENT E.L. DISEASE - EA EMPLOYEE E.L. DISEASE - POLICY LIMIT	$ 2,000,000 $ 2,000,000 $ 2,000,000

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)
Umbrella is Form Following over General Liability, Auto Liability and Employers Liability. Additional Insured, Waiver of Subrogation and Primary Non-Contributory apply per attached policy forms.

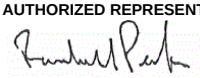
CERTIFICATE HOLDER

City of Santa Fe Public Works
2651 Siringo Rd. Bldg R
Santa Fe, NM 87505

CANCELLATION

SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.

AUTHORIZED REPRESENTATIVE



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Contract Packet for AMEND#1_BD Industries_SouthsideLibrary_RTUReplace_02 24 2025_SSD4 CG1 ELK4 SB2 RW

Final Audit Report 2025-04-02

Created:	2025-04-02
By:	Elizabeth Kahahane (elkahahane@santafenm.gov)
Status:	Signed
Transaction ID:	CBJCHBCAABAAfO98GxrAomP9HCAKLI8vVV7BbkgQbSTz

"Contract Packet for AMEND#1_BD Industries_SouthsideLibrary_RTUReplace_02 24 2025_SSD4 CG1 ELK4 SB2 RW" History

Document created by Elizabeth Kahahane (elkahahane@santafenm.gov)
2025-04-02 - 9:07:06 PM GMT- IP address: 63.232.20.2

Document emailed to Spencer Schwartz (smschwartz@santafenm.gov) for signature
2025-04-02 - 9:11:18 PM GMT

Email viewed by Spencer Schwartz (smschwartz@santafenm.gov)
2025-04-02 - 9:24:20 PM GMT- IP address: 104.47.65.254

Document e-signed by Spencer Schwartz (smschwartz@santafenm.gov)
Signature Date: 2025-04-02 - 9:24:26 PM GMT - Time Source: server- IP address: 63.232.20.2

Document emailed to JOHN BURNETT (jsburnett@santafenm.gov) for signature
2025-04-02 - 9:24:30 PM GMT

Email viewed by JOHN BURNETT (jsburnett@santafenm.gov)
2025-04-02 - 9:24:57 PM GMT- IP address: 63.232.20.2

Document e-signed by JOHN BURNETT (jsburnett@santafenm.gov)
Signature Date: 2025-04-02 - 9:25:11 PM GMT - Time Source: server- IP address: 63.232.20.2

Document emailed to rawheeler@santafenm.gov for signature
2025-04-02 - 9:25:14 PM GMT

Email viewed by rawheeler@santafenm.gov
2025-04-02 - 9:28:41 PM GMT- IP address: 63.232.20.2

Powered by Adobe Acrobat Sign

Signer rawheeler@santafenm.gov entered name at signing as RW

2025-04-02 - 9:29:29 PM GMT- IP address: 63.232.20.2

Document e-signed by RW (rawheeler@santafenm.gov)

Signature Date: 2025-04-02 - 9:29:31 PM GMT - Time Source: server- IP address: 63.232.20.2

Agreement completed.

2025-04-02 - 9:29:31 PM GMT

CITY OF SANTA FE

Date: April 2, 2025

To: Governing Body

From: Joshua Bohlman, Public Works Project Manager Joshua Bohlman

Via: Regina Wheeler, Public Works Department Director RW (Apr 2, 2025 15:30 MDT)
Sam Burnett, Facilities Division Director JOHN BURNETT (Apr 2, 2025 15:21 MDT)

Subject: On-Call Electrical Services

Vendor Name: B&D Industries, Inc.

Vendor Number: 3970

ACTION:
Request for Approval of a Construction Contract with B&D Industries, Inc. in the Total Amount of $5,409,375 Including NMGRT for On-Call Electrical Services Through June 30, 2029. (Joshua Bohlman, Public Works Project Manager, jbohlman@santafenm.gov)

CONTRACT NUMBER:
The FY25 Munis Contract Number is 3250507.

BACKGROUND AND SUMMARY:
The Public Works Department Facilities Division uses on-call services to augment the skills, licensure, and capacity of staff to address facility issues and emergencies in a timely, safe, and compliant manner. The Facilities Division typically maintains on-call contracts for general contracting, mechanical, electrical, plumbing, roofing, remediation, and landscaping services.

In accordance with the Invitation to Bid (ITB# 25078) for On-Call Electrical Services, two vendors were selected for contracts: B&D Industries and Great Western Electrical based on lowest bidder and performance criteria. B&D has provided services throughout the City and has proven to be cost effective, reliable, and capable of consistently providing high quality results.

On-call contracts are not a guarantee of payment. These contracts are only used, and purchase orders issued, as needs arise and funding is available. The $5,409,375 (including 8.1875% NMGRT) maximum for this contract is based on the historical and anticipated needs across the City over the next five years.

ATTACHMENTS:
Construction Contract
Certificate of Insurance
CPO Determination
Horizons Declination

PROCUREMENT METHOD:
The procurement method for this contract is the Invitation to Bid #25078, dated January 6, 2025.

Chief Procurement Officer (CPO)/Designee: _____ Date: 04/07/2025
CPO Comment/Exceptions: NMSA 1978, Section 13-1-102

FUNDING SOURCE:
Funding will be provided on a project-by-project basis.
Fund Name/Number: various
Munis Org Name/Number: various
Munis Object Name/Number: various

Budget Officer/Designee: Andy Hopkins Date: 04/07/2025
Budget Officer Comment/Exceptions: _____

ASSOCIATED APPROVALS:
Does this purchase require any of the following associated approvals? ☒ Yes | ☐ No
(ITT, Vehicles/Fleet, Facilities, Asset or Grant Review)

IT Components included? ☐ Yes | ☒ No
Approval: _____ Date: _____
Comment/Exceptions: _____

Vehicles included ☐ Yes | ☒ No
Approval: _____ Date: _____
Comment/Exceptions: _____

Construction, Facilities, Furniture, Fixtures, Equipment included? ☒ Yes | ☐ No
Approval: JOHN BURNETT (Apr 7, 2025 15:30 MDT) Date: _____
Comment/Exceptions: _____

Capital Asset* or Project? ☐ Yes | ☒ No**
Project Ledger# _____
(*will this procurement result in a tangible item that costs more than $5,000?)
(**Capital Projects are new and improvement projects that are going to cost $10,000 or more)
Approval: _____ Date: _____
Comment/Exceptions: _____

Is this a Grant Funded Purchase? ☐ Yes | ☒ No
Approval: _____ Title: _____ Date: _____
Comment/Exceptions: _____

Department Contract Administrator Contact Info:
Elizabeth L. Kahahane (elkahahane@santafenm.gov)

Item #: _____
Munis Contract #: 3250507
ITB #: 25078

CITY OF SANTA FE

CONSTRUCTION CONTRACT

THIS CONTRACT is made and entered into by and between the City of Santa Fe, New Mexico, hereinafter referred to as the "City," and **B&D Industries, Inc.**, hereinafter referred to as the "Contractor," and is effective as of the date set forth below upon which it is executed by the Parties.

RECITALS

WHEREAS, the City, through its Governing Body, is authorized to enter into a construction Contract for the project; and

WHEREAS, the City has procured this Contract according to the established State and Local Purchasing procedures for contracts of the type and amount; and

The City and the Contractor hereby agree as follows:

1. Scope of Work

A. The Contractor shall perform the following work:

Electrical:

The work may include all necessary preparation to properly install new electrical infrastructure or to repair or upgrade existing electrical systems. Work to include, but not be limited to, installation of new or relocation of existing electrical panels, outlets, and switches; installation or upgrading of wiring, conduits, and circuits; installation of new or relocation of lighting fixtures, emergency lighting, and exit signs; installation of new or relocation of power distribution systems and transformers; and other related electrical work.

Work will also include testing and balancing of electrical systems, ensuring compliance with relevant codes and standards. Additionally, the work may involve the installation of concrete pads and surrounding walls for electrical equipment, as well as trenching for underground conduits. Proper weatherproofing and restoration of exterior electrical connections and equipment will be required. Any repair work to existing structures, roofs, sidewalks, or roads necessary to install the electrical systems is included. Any HVAC or plumbing support required to integrate the electrical systems will also be included.

Contractor's employees, contractors, and agents performing work shall have a valid certification or license appropriate to the work being conducted. The Contractor/subcontractor will assume responsibility for all fines or penalties, including those attributable to the Using Agency, if the Contractor/subcontractor is found to be in violation of any codes, regulations, or safety standards. Prior to

beginning any work, the Contractor/subcontractor shall provide a written statement certifying that they will use all required safety and compliance equipment as mandated by applicable electrical codes and standards.

Contractor:

Safety shall be of main concern and enforced by the Contractor on site and will be periodically inspected by the City's qualified safety personnel. The Contractor shall comply with all local, state and federal laws governing safety, health and sanitation. The on-site superintendent shall always have a minimum OSHA 10 and preferably OSHA 30 card with them when on the jobsite. The City shall not in any way be responsible for any fines set forth for such violations of codes, OSHA standards or any other governing agency having jurisdiction at the work site. The Contractor shall provide all needed safeguards, safety devices, protective equipment and take any actions necessary to protect the life and health of employees on the job; the safety of the public and to protect the property of the City in connection with the performance of the work covered by this Contract.

All personnel working on the project and providing these services shall be experienced and certified in all areas related to this work and required Contract. Journeymen level personnel shall have the ability and necessary skills to diagnosis problems and to make the appropriate decisions needed to provide these services.

The Contractor shall follow the Occupational Safety and Health Act (OSHA) 29 CFR 1910.147 Standard pertaining to "Lockout/Tagout" procedures for hazardous energy. Any work involving disconnect or switching of electrical service to a work area shall utilize LOCKOUT/TAGOUT identification practices.

The Contractor shall agree to provide required labor within 24 hours for emergency situations.

Contractor's price shall include labor costs, permits, overhead, profit, insurance, equipment, tools and any other fees required to successfully complete the work requested. The Contractor shall be capable of providing a work force with supervision, adequate to perform work for a forty (40) hour work week during normal working hours with the option of working non normal or overtime hours if required. The Contractor shall be responsible for all permits, fees, and State and/or City inspections associated with their work.

Replacement systems and related equipment shall meet current minimum "Energy Star" energy conservation standards.

Markups for adding subcontractor costs or to cover general conditions (administrative costs and other related expenses) may be negotiated with the City and approved solely by the City's Facilities Director or Director of Public Works on a project-by-project basis. Markups cannot be "cost plus a percentage" and must be "cost plus a bulk fee". The cost of the subcontractor will be added at time of invoicing as a separate item to be paid by the City.

Furnishing of submittal date for any/all new equipment and materials as well as Operations & Maintenance Manuals are required. Training of site personnel for the proper operation of newly installed equipment/systems and its related controls will be required for completion. This also applies to any/all

control systems pertaining to HVAC equipment. This training will be acceptable to either the person in charge of the facility or the City's Project Manager in charge of the project.

The Contractor shall provide all protective coverings necessary to protect existing, adjacent finishes while performing its work. If any damage is encountered during the contractor's work, the contractor will be held responsible for repairing any damage done by its employees, subcontractors and vendors. The Contractor shall restore any damage to existing and/or adjacent finishes damaged while performing work and to make new work inconspicuous with the existing adjacent finishes.

The Contractor and its employees agree to cooperate with and to abide by the rules and requirements of the City to limit interference with the daily operations of the City and to avoid to the extent possible jeopardizing the health, safety or welfare of the employees or general public conducting business with the City.

The Contractor shall be responsible for adherence to the Contract Documents, Construction Documents, Specifications and approved directives. This responsibility shall include, but is not limited to, adherence to Uniform Plumbing Code (UPC), City and state laws, the International Building Code (IBC) and the New Mexico building codes. and other codes, as adopted by the State of New Mexico. The Contractor shall be responsible for all permits associated with this work as required by the governmental Authority Having Jurisdiction (AHJ).

All work shall be in strict compliance with the national and state building mechanical, plumbing and electrical codes including SMACNA, and ASHRAE standards.

Identification and abatement of asbestos containing materials (ACM) may be performed under separate contracts and is outside the scope of the work of this Contract unless this work is specifically requested in the Task Order and subcontracted.

The Contractor shall have the technical staff to perform diagnostic services and provide professionally prepared, stamped drawings, if needed, to obtain installation or construction permits. The Contractor is responsible for obtaining all required licenses, fees and permits required to perform the work. Contractor shall be responsible for any applicable Local, County, State and Federal requirements and permits including, but not limited to, the City of Santa Fe's Stormwater Pollution Prevention Program and Stormwater Best Management Practices.

Contractor shall be capable of providing all new installation or upgrades to the existing electrical service and systems, diagnostic services, perform trouble shooting services for the City, coordinate and supervise electrical services that may include renovations, upgrade and improvement projects and to provide new electrical services. The Contractor shall prepare quotes for all costs and services needed to perform the work required, in compliance with applicable national and state codes. The scope of an individual project may include equipment and fixtures whether attached or not to the building. It can include site and utility work. The utility work can include building geothermal systems. It may also include demolition and abatement projects. It can include security and other low voltage installations with related controls and equipment.

All material shall be new and of the highest quality available for the type of work being performed, unless alternate material is approved in a writing separate from the task order and notice to proceed by the Facilities Director or Director of Public Works.

The City reserves the right to purchase materials directly from existing Statewide Price Agreements and other sources, and to provide these materials to the Contractor. Specialty services provided from Statewide Price Agreements and other sources shall be coordinated by the Contractor. The Contractor shall provide an itemized, quantifiable list of materials required for the project.

"Material Cost" shall be defined as Manufacturer's Suggested Retail Price (MSRP). Contractor may, at its sole discretion, provide the City with a bulk rate discount off the MSRP. Bulk rate markups on materials and sub-contractors may be negotiated with and approved by the City's Facilities Director or Director of Public Works, on a project-by-project basis. Markups cannot be 'cost plus a percentage' and must be 'cost plus a bulk fee'.

If the Contractor is requesting reimbursement for materials used on the work, documentation showing MSRP for the materials must be included when submitting invoices/pay applications.

The City reserves the right to obtain quotes from multiple vendors for each Task Order and award the Task Order to a contractor based on the quotes.

The City reserves the right to provide an escort and/or full-time supervision of the Contractor and its employees during any or all phases of a project, should the Facilities Director or Director of Public Works feel it is in its best interest to provide this extraordinary oversight and assistance.

The City reserves the right to escort any or all employees of the Contractor off its property, for any inappropriate conduct or actions that jeopardize the safety, security or wellbeing of the facility or any individual as determined by the City's Facilities Director. Inappropriate behavior by the Contractor, its employees or subcontractors may be grounds for immediate removal from this Contract. Any employee of the Contractor found in violation of any law, while on the City's property, may be prosecuted.

Clean Up and Storage:

A. The Contractor will provide off-site legal disposal of all waste products, trash, and debris. City's trash receptacles will not be used by the Contractor. Sanitary facilities will not be available at the job site. Contractor shall be responsible for the provision and maintenance of portable toilets.

B. The Contractor, on a daily basis, shall keep the premises and surrounding area free from accumulation of waste materials or rubbish caused by operations under the Agreement. At completion of the Work, the Contractor shall remove the Project waste materials, rubbish, the Contractor's tools, construction equipment, machinery and surplus materials and shall then thoroughly clean the premises and the site to the satisfaction of the City's Project Manager or Director of Public Works.

C. Materials or equipment shall be delivered to the project in the manufacturer's original sealed, labeled containers and shall be adequately protected against moisture, dust, tampering or damage from improper handling or storage. Materials shall not be delivered to the site before they are needed.

D. Storage of materials and construction equipment shall be coordinated with the City. All hazardous and non-hazardous constructions debris shall be removed from the work areas and disposed of at an approved waste disposal site.

Task Order:

The Contractor shall be required to provide On-Call Electrical Services for any number of the activities listed in a Task Order upon the request of the City's Project Manager, City's Facilities Director or Director of Public Works. When a service is identified, the Requesting Division shall provide, at a minimum, a detailed scope of work and/or drawings defining work required. Each project will be individually described in a "Task Order". The Task Order will describe the scope of work, the duration of the project with the date of Substantial Completion and if there are liquidated damages for not meeting the date of substantial completion. The date of Substantial Completion is the date when the space can be occupied or the Work used/operated and is turned over to the User Agency. Final completion is the date when the project is totally complete, the punch list work complete and the Contractor's final pay application/invoice is approved. The terms and conditions of the Contractor's Contract will apply to all Task Orders.

Upon receiving the Task Order, the Contractor shall promptly visit the site and compare the scope of work and/or drawings to the existing conditions and provide all services called for in addition to the requirements set forth in this Contract. The Contractor will be required to provide a written quote based upon the rates submitted in the Bid Form and cost summary to include the work to be performed and the amount of time required for the completion of the project and submit to the Project Manager or Facilities Director at no cost to the City. Project schedules, negotiated price, and completion dates shall be determined on a project-by-project basis and dependent upon the urgency of that task. Failure to respond to Task Orders may be grounds for termination of this Agreement. The Contractor shall not commence work until the City's Project Manager, City's Facilities Director or Director of Public Works provides a Notice to Proceed

If any equipment or building system cannot be economically repaired or has reached the end of its life cycle, the Contractor shall justify with costs and other information the need for replacement. If replacement is recommended, the Contractor will provide written justification for system and/or the model, size and type of unit recommended along with any applicable efficiency data. The City's energy standards will be discussed and taken into consideration when proposing replacement units or systems.

Other Construction Related Terms and Conditions:

Mediation:

Any controversy or claim arising between the parties shall be settled by mediation if the parties cannot reach a mutually agreeable solution. The parties shall endeavor to resolve their disagreement by mediation which, unless the parties mutually agree otherwise, shall be in accordance with the procedures of the New Mexico Public Works Mediation Act (NMSA §13-4C-1 et seq.) except that before any party may select a mediator it must confer in good faith with the other party concerning the selection of a mutually acceptable mediator. Mediation shall proceed in advance of legal or equitable proceedings, which shall be stayed pending mediation for a period of **sixty (60) days** from the date of notice of mediation session, unless stayed for a longer period by agreement of the parties or court order.

Inspection of Work:

If a Task Order is issued for the purchase of services, the following terms shall apply when applicable:

A. Services include services performed, workmanship, and material furnished or utilized in the performance of services.

B. The Contractor shall provide and maintain an inspection system acceptable to the Facilities Director or Project Manager covering the services under the Task Order. Complete records of all inspection work performed by the Contractor shall be maintained and made available to the Facilities Department or other party to the Task Order during the term of performance of the Work and for as long thereafter as required.

C. The City has the right to inspect and test all services contemplated to the extent practicable at all times and places during the term of the Project through City staff or contractor(s). The City shall perform inspections and tests in a manner that will not unduly delay or interfere with Contractor's performance.

D. If the City performs inspections or tests on the premises of the Contractor or a subcontractor, the Contractor shall furnish, and shall require subcontractors to furnish, at no increase in Task Order price, all reasonable facilities and assistance for the safe and convenient performance of such inspections or tests.

E. If any part of the services does not conform with the requirements, the Facilities Director or Director of Public Works may require the Contractor to re-perform the services in conformity with the requirements at no increase in Task Order amount. When the defects in services cannot be corrected by re-performance, the Facilities Director or Director of Public Works may:

(1) require the Contractor to take necessary action(s) to ensure that future performance conforms to the requirements; and

(2) reduce the Task Order price to reflect the reduced value of the services performed.

F. If the Contractor fails to promptly re-perform the services or to take the necessary action(s) to ensure future performance in conformity with the requirements, the Facilities Director or Director of Public Works may:

(1) by Agreement or otherwise, perform the services and charge to the Contractor any cost incurred by the City that is directly related to the performance of such service; or

(2) cancel the Task Order for default.

THE PROVISIONS OF THIS ARTICLE ARE NOT EXCLUSIVE AND DO NOT WAIVE THE CITY'S OTHER LEGAL RIGHTS AND REMEDIES CAUSED BY THE CONTRACTOR'S DEFAULT/BREACH OF THE TASK ORDER/CONTRACT.

Suspension, Delay or Interruption of Work:

The Facilities Director or Director of Public Works may, without cause, order the Contractor, in writing, to suspend, delay or interrupt the Work in whole or in part for such period as the Facilities Director or Director of Public Works may determine. Upon receipt of such notice, Contractor shall leave the jobsite and any equipment in a safe condition prior to departing. Contractor must assert rights to additional compensation within thirty (30) days after suspension of work is lifted and return to work is authorized.

If at any time there is a delay in the critical path of a Task Order due to postponement by the Contractor or a subcontractor, or an increase in the price, or due to the Contractor's failure to perform work according to the schedule approved in the Task Order and Notice to Proceed, such delay and any Contractor costs resulting from it shall not serve as the basis for the extension of the Time for Completion or Agreement Completion Date or for an increase in the Contract Price.

Permits and Fees:

A. IF APPLICABLE- The Contractor shall secure and pay for the Building Permit and other permits and governmental fees, licenses and inspections and Certificate of Occupancy necessary for proper execution and completion of the Work. Changes or modifications to the Work shall include all requirements of this paragraph.

B. The Contractor shall comply with and give notices required by laws, ordinances, rules, regulations and lawful orders of public authorities applicable to performance of the Work.

C. Any Certificates of Inspection, use and occupancy required under law will be delivered to the Project Manager upon completion of the Work in sufficient time for occupation of the facility in accordance with the approved schedule for the Work. Contractor shall deliver a photocopy of the Building Permit to the Design Professional and Project Manager as soon as it is obtained.

Schedule, Progress Meetings and Reports:

A. The Contractor, promptly upon receiving a Notice to Proceed issued by the Facilities Director or Director of Public Works and before the first payment application, shall prepare and submit for the City's information a Critical Path Construction Schedule for the Work that indicates the intended start and completion of the various construction activities, which shall be implemented and adhered to by the Contractor, Subcontractors, material suppliers and equipment suppliers. At a minimum, the schedule shall be a GANTT type schedule and shall not exceed time limits allowed by the Task Order or Notice to Proceed with no fewer work breakdown events than line items of the Schedule of Values. An updated schedule shall be presented with any change orders.

B. The Contractor shall perform the Work in general accordance with the most recent schedule submitted to the City.

C. Progress meetings shall be scheduled on a regular basis. The purpose will be to review the upcoming activities, any open issues and current progress. The Contractor shall keep any meeting minutes as needed. Progress schedules shall be updated regularly. A three week look-ahead schedule should be presented at every project meeting.

D. The Contractor shall prepare a daily report each day the Contractor, subcontractors or any other entity performs work on the project. The daily reports shall be maintained at the site and be well organized. The Project Manager or Facilities Director may request copies at any time. The reports may include:

1. report date and who prepared the report;
2. weather conditions – low temp, visibility, humidity, wind, wind direction, cloud conditions, precipitation amount, other notes;
3. companies present by name and their number of workers, work location, total man hours that day for each company;
4. equipment – type, source, units of work done, location of work, hour meter reading;
5. material brought to site – description, units, quantity, quality, location, time;
6. visitors to site – name, company, time;
7. safety concerns – company, contact, noticed by, work activity, safety issue, requirement, outcome: and
8. quality assurance and control – company, description of issue, specification section, issued by.

Close-out Requirements:

The Contractor shall submit to the Project Manager a separate and detailed Closeout Schedule indicating the date of Final Completion and all work to be completed before Final Completion including Close-Out requirements. The punch list of incomplete or inadequate work shall also be submitted when the work is substantially complete. Failure to include any item on the punch list does not alter the responsibility of the Contractor to complete all work in accordance with the Contract Documents.

Before final completion can be achieved, all Work must be complete and accepted including the following as applicable:

a. Work associated with Punch List(s);

b. Testing, balance or performance operations complete and in agreement that associated work is in compliance with the Contract Documents;

c. One hard copy and one electronic copy in .pdf format of final approved test, balance or performance report(s) complete with directory of contents submitted to City;

d. As-Built drawings delivered in AutoCAD or electronic format;

e. Written certification of delivery and stocking of extra material, equipment or components required by the Task Order at a location established by the Project Manager;

f. Delivery of all warranties required by the Work;

g. All keys, passes, codes, software or other methods or components of control or security which have been correctly and adequately accounted for and closed-out;

h. Training of staff on all applicable building systems;

i. All Storm Water Pollution Prevention Permits (SWPPP) have been updated or closed;

j. Utility transfer to City;

k. Operations and Maintenance Manuals;

l. A certified statement of Release of Liens (AIA Document G706A or approved form) and Consent of Surety.

Warranty:

The Contractor shall warrant its work for materials and for workmanship furnished and performed under this Contract for a period of one (1) year minimum from the date of Substantial Completion. The Contractor shall warrant its work for repairs or restoration of existing systems, appliances and work for ninety (90) days from the date of Substantial Completion. It is understood that some equipment is far beyond its normal life and a warranty cannot be extended/supplied. Contractor must pass on to the City warranties of equipment offered by the manufacturer.

The award of this Contract is without assurance of quantity or dollar amount of work to be performed.

Minimum Requirements of Qualifications:

No person shall act as a Contractor without a license issued by the Construction Industries Division (CID), classified to cover the type of work to be performed. No bid on a contract shall be submitted unless the Contractor has a valid Contractor's license issued by the CID to bid and to perform the type of work to be undertaken, as set forth in Section 60-13-12, NMSA 1978.

All personnel working on the project and providing services under a Task Order shall be experienced and certified in all areas related to this work and required by this Contract. Journeymen level

personnel shall have the ability and necessary skills to diagnose problems and to make the appropriate decisions needed to provide these services.

2. **Compensation**

A. The total amount payable to the Contractor under this Contract, including gross receipts tax and expenses, shall not exceed five million four hundred nine thousand three hundred seventy-five dollars ($5,409,375) for the term of this Contract.

B. Payment in future fiscal years is subject to availability of funds pursuant to the Appropriations Paragraph set forth below and to any negotiations between the parties from year to year pursuant to Paragraph 1, Scope of Work, and to approval by the City. All invoices MUST BE received by the City no later than fifteen (15) days after the termination of the Fiscal Year in which the services were delivered. Invoices received after such date WILL NOT BE PAID.)

C. Contractor must submit a detailed statement accounting for all services performed and expenses incurred. If the City finds that the services are not acceptable, within thirty days after the date of receipt of written notice from the Contractor that payment is requested, it shall provide the Contractor a letter of exception explaining the defect or objection to the services, and outlining steps the Contractor may take to provide remedial action. Upon certification by the City that the services have been received and accepted, payment shall be tendered to the Contractor within twenty-one days after the date of acceptance. If payment is made by mail, the payment shall be deemed tendered on the date it is postmarked.

D. If the City fails to pay the contractor within twenty-one days after receipt of an undisputed request for payment, the City shall pay interest to the contractor beginning on the twenty-second day after payment was due, computed at one and one-half percent of the undisputed amount per month or fraction of a month until the payment is issued. If the City receives an improperly completed invoice, the City shall notify the sender of the invoice within seven days of receipt in what way the invoice is improperly completed, and the owner has no further duty to pay on the improperly completed invoice until it is resubmitted as complete.

E. **Notice of Extended Payment Provision for Grant Funded Contracts**. This contract allows the City to make payment within 45 days after submission of an undisputed request for payment for contracts funded by grant money consistent with NMSA 1978, sec. 57-28-5(B).

3. **Term**

THIS CONTRACT SHALL NOT BECOME EFFECTIVE UNTIL APPROVED IN WRITING BY THE CITY. This contract shall terminate **June 30, 2029**. The City reserves the right to renew this contract on an annual basis by mutual agreement not to exceed a total of ten (10) years in accordance with NMSA 1978, Sections 13-1-150 through 152.

4. **Termination**

A. Grounds. The City may terminate this Contract for convenience or cause. For contracts within their authority, the City Manager or their designee is authorized to provide the notice of termination, otherwise such notice of termination shall be provided by the Mayor or their designee as authorized by the Governing Body. The Contractor may only terminate this Contract based upon the City's uncured, material breach of this Contract.

B. Notice; City Opportunity to Cure.

1) Except as otherwise provided in Paragraphs 7.A and 17, the City shall give Contractor written notice of termination at least thirty (30) days prior to the intended date

of termination.

2) Contractor shall give City written notice of termination at least thirty (30) days prior to the intended date of termination, which notice shall (i) identify all the City's material breaches of this Contract upon which the termination is based and (ii) state what the City must do to cure such material breaches. Contractor's notice of termination shall only be effective (i) if the City does not cure all material breaches within the thirty (30) day notice period or (ii) in the case of material breaches that cannot be cured within thirty (30) days, the City does not, within the thirty (30) day notice period, notify the Contractor of its intent to cure and begin with due diligence to cure the material breach.

3) Notwithstanding the foregoing, this Contract may be terminated immediately upon written notice to the Contractor (i) if the Contractor becomes unable to perform the services contracted for, as determined by the City; (ii) if, during the term of this Contract, the Contractor is suspended or debarred by the City; or (iii) the Contract is terminated pursuant to Paragraph 5, "Appropriations," of this Contract.

C. Liability. Except as otherwise expressly allowed or provided under this Contract, the City's sole liability upon termination shall be to pay for acceptable work performed prior to the Contractor's receipt or issuance of a notice of termination; provided, however, that a notice of termination shall not nullify or otherwise affect either party's liability for pre-termination defaults under or breaches of this Contract. The Contractor shall submit an invoice for such work within thirty (30) days of receiving or sending the notice of termination. *THIS PROVISION IS NOT EXCLUSIVE AND DOES NOT WAIVE THE CITY'S OTHER LEGAL RIGHTS AND REMEDIES CAUSED BY THE CONTRACTOR'S DEFAULT/BREACH OF THIS CONTRACT.*

5. Appropriations

The terms of this Contract are contingent upon sufficient appropriations and authorization being made by the Governing Body for the performance of this Contract. If sufficient appropriations and authorization are not made by the Governing Body, this Contract shall terminate immediately upon written notice being given by the City to the Contractor. The City's decision as to whether sufficient appropriations are available shall be accepted by the Contractor and shall be final. If the City proposes an amendment to the Contract to unilaterally reduce funding, the Contractor shall have the option to terminate the Contract or to agree to the reduced funding, within thirty (30) days of receipt of the proposed amendment.

6. Status of Contractor

The Contractor and its agents and employees are independent contractors performing construction services for the City and are not employees of the City. The Contractor and its agents and employees shall not accrue leave, retirement, insurance, bonding, use of City vehicles, or any other benefits afforded to employees of the City as a result of this Contract. The Contractor acknowledges that all sums received hereunder are reportable by the Contractor for tax purposes, including without limitation, self-employment and business income tax. The Contractor agrees not to purport to bind the City unless the Contractor has express written authority to do so, and then only within the strict limits of that authority.

7. Construction Contract Performance and Payment Bond

A. When a construction contract is awarded in excess of twenty-five thousand dollars ($25,000), the following bonds or security shall be delivered to the City and shall become binding on the parties upon the execution of the contract. If the Contractor fails to deliver the required performance and payment bonds, the Contractor's bid shall be rejected, its bid security shall be enforced to the extent of

actual damages. Award of the contract shall be made pursuant to the Procurement Code in the following manner:

(1) a performance bond satisfactory to the City, executed by a surety company authorized to do business in this state and said surety to be approved in federal circular 570 as published by the United States treasury department or the state board of finance or the local governing authority, in an amount equal to one hundred percent of the price specified in the contract; and

(2) a payment bond satisfactory to the City, executed by a surety company authorized to do business in this state and said surety to be approved in federal circular 570 as published by the United States treasury department or the state board of finance or the local governing authority, in an amount equal to one hundred percent of the price specified in the contract, for the protection of all persons supplying labor and material to the contractor or its subcontractors for the performance of the work provided for in the contract.

B. A subcontractor shall provide a performance and payment bond on a public works building project if the subcontractor's contract for work to be performed on a project is one hundred twenty-five thousand dollars ($125,000) or more.

8. Assignment

The Contractor shall not assign or transfer any interest in this Contract or assign any claims for money due or to become due under this Contract without the prior written approval of the City.

9. Subcontracting

The Contractor shall not subcontract any portion of the services to be performed under this Contract without the prior written approval of the City. No such subcontract shall relieve the primary Contractor from its obligations and liabilities under this Contract, nor shall any subcontract obligate direct payment from the City.

10. Release

Final payment of the amounts due under this Contract shall operate as a release of the City, its officers and employees from all liabilities, claims and obligations whatsoever arising from or under this Contract.

11. Confidentiality

Any confidential information provided to or developed by the Contractor in the performance of this Contract shall be kept confidential and shall not be made available to any individual or organization by the Contractor without the prior written approval of the City.

12. Product of Service -- Copyright

All materials developed or acquired by the Contractor under this Contract shall become the property of the City and shall be delivered to the City no later than the termination date of this Contract. Nothing developed or produced, in whole or in part, by the Contractor under this Contract shall be the subject of an application for copyright or other claim of ownership by or on behalf of the Contractor.

13. Conflict of Interest; Governmental Conduct Act

A. The Contractor represents and warrants that it presently has no interest and, during the term of this Contract, shall not acquire any interest, direct or indirect, which would conflict in any manner or degree with the performance or services required under the Contract.

B. The Contractor further represents and warrants that it has complied with, and, during the term of this Contract, will continue to comply with, and that this Contract complies with all applicable provisions of the Governmental Conduct Act, Chapter 10, Article 16 NMSA 1978.

C. Contractor's representations and warranties in Paragraphs A and B of this Article 12 are material representations of fact upon which the City relied when this Contract was entered into by the parties. Contractor shall provide immediate written notice to the City if, at any time during the term of this Contract, Contractor learns that Contractor's representations and warranties in Paragraphs A and B of this Article 12 were erroneous on the effective date of this Contract or have become erroneous by reason of new or changed circumstances. If it is later determined that Contractor's representations and warranties in Paragraphs A and B of this Article 12 were erroneous on the effective date of this Contract or have become erroneous by reason of new or changed circumstances, in addition to other remedies available to the City and notwithstanding anything in the Contract to the contrary, the City may immediately terminate the Contract.

D. All terms defined in the Governmental Conduct Act have the same meaning in this section.

14. Amendment

A. This Contract shall not be altered, changed or amended except by instrument in writing executed by the parties hereto and all other required signatories.

B. If the City proposes an amendment to the Contract to unilaterally reduce funding due to budget or other considerations, the Contractor shall, within thirty (30) days of receipt of the proposed Amendment, have the option to terminate the Contract, pursuant to the termination provisions as set forth in Article 4 herein, or to agree to the reduced funding.

15. Change Orders

A. Changes. The Contractor may only make changes or revisions within the Scope of Work as defined by Article 1 and/or Exhibit 1 after receipt of written approval by the Facilities Director or Director of Public Works or his/her designee. Such change may only be made to Tasks or Sub-Task as defined in the Scope of Work. Under no circumstance shall such change affect the:

1. Deliverable requirements, as outlined in the Scope of Work;
2. Due date of any Deliverable, as outlined in the Scope of Work;
3. Compensation of any Deliverable, as outlined in the Scope of Work;
4. Contract compensation, as outlined in Article 2; or
5. Contract termination, as outlined in Article 4.

B. Change Request Process. In the event that circumstances warrant a change to accomplish the Scope of Work as described above, a Change Request shall be submitted that meets the following criteria:

1. The Project Manager shall draft a written Change Request for review and approval by the Facilities Director or Director of Public Works to include:
   (a) the name of the person requesting the change;
   (b) a summary of the required change;
   (c) the start date for the change;
   (d) the reason and necessity for change;

(e) the elements to be altered; and

(f) the impact of the change.

2. When the Project Manager finds that the Change Request is appropriate for the project and complies with the requirements above, the Project Manager will forward the draft to the Contractor. Within five (5) business days, the Contractor will review the Change Request and inform the Project Manager in writing of whether the Change Order will require any changes to the project schedule and/or price due to, e.g., equipment availability or additional materials

3. The Facilities Division Director or Director of Public Works shall provide a written decision on the Change Request to the Contractor within a maximum of ten (10) Business Days of Contractor's approval of the draft Change Request. All decisions made by the City Manager are final. Change Requests, once approved, become a part of the Contract, and become binding as a part of the original Contract.

16. Merger

This Contract incorporates all the agreements, covenants, and understandings between the parties hereto concerning the subject matter hereof, and all such covenants, agreements and understandings have been merged into this written contract.

All terms and conditions of **ITB # 25078** and the Contractor's response to such document(s) are incorporated herein by reference and is included in the order of precedence.

No prior Agreement or understanding, oral or otherwise, of the parties or their agents shall be valid or enforceable unless embodied in this Contract.

17. Penalties for Violation of Law

NMSA 1978, sections 13-1-28 through 13-1-199, imposes civil and criminal penalties for its violation. In addition, the New Mexico criminal statutes impose felony penalties for illegal bribes, gratuities and kickbacks.

18. Equal Opportunity Compliance

The Contractor agrees to abide by all federal and state laws and rules and regulations, and Santa Fe City Code, pertaining to equal employment opportunity. In accordance with all such laws of the State of New Mexico, the Contractor assures that no person in the United States shall, on the grounds of race, religion, color, national origin, ancestry, sex, age, physical or mental handicap, or serious medical condition, spousal affiliation, sexual orientation or gender identity, be excluded from employment with or participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity performed under this Contract. If Contractor is found not to be in compliance with these requirements during the life of this Contract, Contractor agrees to take appropriate steps to correct these deficiencies.

19. Applicable Law

The laws of the State of New Mexico shall govern this Contract, without giving effect to its choice of law provisions. Venue shall be proper only in a New Mexico court of competent jurisdiction in accordance with NMSA 1978, section 38-3-2. By execution of this Contract, Contractor acknowledges and agrees to the jurisdiction of the courts of the State of New Mexico over any and all lawsuits arising under or out of any term of this Contract.

20. Workers' Compensation

The Contractor agrees to comply with state laws and rules applicable to workers compensation benefits for its employees. If the Contractor fails to comply with the Workers Compensation Act and applicable rules when required to do so, this Contract may be terminated by the City.

21. Other Insurance

If the services contemplated under this Contract will be performed on or in City facilities or property, Contractor shall maintain in force during the entire term of this Contract, the following insurance coverage(s), naming the City as additional insured.

A. **Commercial General Liability** insurance shall be written on an occurrence basis and be a broad as ISO Form CG 00 01 with limits not less than $2,000,000 per occurrence and $2,000,000 in the aggregate for claims against bodily injury, personal and advertising injury, and property damage. Said policy shall include broad form Contractual Liability coverage and be endorsed to name the City of Santa Fe their officials, officers, employees, and agents as additional insureds.

B. **Business Automobile Liability** insurance for all owned, non-owned automobiles, with a combined single limit not less than $1,000,000 per accident.

C. **Broader Coverage and Limits**. The insurance requirements under this Contract shall be the greater of (1) the minimum coverage and limits specified in this Contract, or (2) the broader coverage and maximum limits of coverage of any insurance policy or proceeds available to the Named Insured. It is agreed that these insurance requirements shall not in any way act to reduce coverage that is broader or that includes higher limits than the minimums required herein. No representation is made that the minimum insurance requirements of this Contract are sufficient to cover the obligations of Contractor hereunder.

D. Contractor shall maintain the above insurance for the term of this Contract and name the City as an additional insured and provide for 30 days cancellation notice on any Certificate of Insurance form furnished by Contractor. Such certificate shall also specifically state the coverage provided under the policy is primary over any other valid and collectible insurance and provide a waiver of subrogation.

22. Records and Financial Audit

The Contractor shall maintain detailed time and expenditure records that indicate the date; time, nature and cost of services rendered during the Contract's term and effect and retain them for a period of three (3) years from the date of final payment under this Contract. The records shall be subject to inspection by the City. The City shall have the right to audit billings both before and after payment. Payment under this Contract shall not foreclose the right of the City to recover excessive or illegal payments

23. Indemnification

The contractor agrees to indemnify and hold harmless the City, including its officers, employees or agents, against liability, claims, damages, losses or expenses, including attorney fees, only to the extent that the liability, damages, losses or costs are caused by, or arise out of, the acts or omissions of the contractor or its officers, employees or agents.

24. New Mexico Tort Claims Act

Any liability incurred by the City of Santa Fe in connection with this Contract is subject to the immunities and limitations of the New Mexico Tort Claims Act, Section 41-4-1, et. seq. NMSA 1978, as amended. The City and its "public employees" as defined in the New Mexico Tort Claims Act, do not waive

sovereign immunity, do not waive any defense and do not waive any limitation of liability pursuant to law. No provision in this Contract modifies or waives any provision of the New Mexico Tort Claims Act.

25. Invalid Term or Condition

If any term or condition of this Contract shall be held invalid or unenforceable, the remainder of this Contract shall not be affected and shall be valid and enforceable.

26. Enforcement of Contract

A party's failure to require strict performance of any provision of this Contract shall not waive or diminish that party's right thereafter to demand strict compliance with that or any other provision. No waiver by a party of any of its rights under this Contract shall be effective unless express and in writing, and no effective waiver by a party of any of its rights shall be effective to waive any other rights.

27. Notices

Any notice required to be given to either party by this Contract shall be in writing and shall be delivered in person, by courier service or by U.S. mail, either first class or certified, return receipt requested, postage prepaid, as follows:

To the City:
Joshua Bohlman
Facilities Project Manager
City of Santa Fe
2651 Siringo Road, Bldg. E/PO Box 909
Santa Fe, NM 87504
jbohlman@santafenm.gov
505-955-5932

To the Contractor:
Clinton Beall
President
B&D Industries, Inc.
9720 Bell Avenue SE
Albuquerque, NM 87123
clinton@banddindustries.com
505-299-4464

28. Authority

If Contractor is other than a natural person, the individual(s) signing this Contract on behalf of Contractor represents and warrants that he or she has the power and authority to bind Contractor, and that no further action, resolution, or approval from Contractor is necessary to enter into a binding contract.

29. Progress Payments

Based upon Application for Payment submitted to the City by the Contractor and Certificates for Payment issued by the City, the City shall make progress payments on account of the Contract sum to the Contractor as provided in the Contract documents for the period ending the last day of the month as follows:

Not later than twenty-one (21) days following the end of the period covered by the Application for Payment, one hundred percent (100%) of the portion of the Contract Sum properly allocable to labor, materials, and equipment incorporated in the work and one hundred percent (100%) of the portion of the Contract sum properly allocable to materials and equipment suitably stored at the site or some other location agreed upon in writing for the period covered by the Application for Payment, less the aggregate of previous payments made by the City; and upon substantial completion of the entire work, a sum sufficient to increase the total payments to one hundred percent (100%) of the Contract sum, less such amounts as the City shall determine for all incomplete work and unsettled claims as provided in the Contract documents.

30. Final Payment

Final payment, constituting the entire unpaid balance of the Contract sum, unless it is a disputed payment, shall be paid by the City to the Contractor within twenty-one (21) calendar days, after all deficiencies to the Contract document that were noted during the Substantial Completion Inspection and listed on the attachment to the Certificate of Substantial Completion have been corrected, and provided the Contract has been fully performed and a final Certificate for Payment has been issued by the City. In addition, the Contractor shall provide to the City a certified statement of Release of Lien (AIA Document G706A or approved form), Consent of Surety, Warranty from Prime Contractor, Warranties from Suppliers and Manufacturers, training sessions, equipment/operating manuals, and as-built drawings.

31. Schedule

The Contractor shall, within five (5) days after the effective date of Notice to Proceed, prepare and submit a progress schedule covering project operations for the 30-day Contract period. This progress schedule shall be of the type generally referred to as a Critical Path Method (CPM), Critical Path Schedule (CPS), and Critical Path Analysis (CPA), and other similar designations. The CPM shall be used to control the timing and sequences of the project. All work shall be done in accordance with the CPM Planning and Scheduling. A written statement of explanation shall be submitted with the progress schedule. All costs incurred by the contractor to implement the CPM shall be borne by the Contractor and are part of their Contract.

32. General and Special Provisions

A. Terms used in this Contract which are defined in the text of the Contract shall have the meanings designated in those Conditions.

B. The Contractor shall maintain detailed time records which indicate the date, time and nature of services rendered. These records shall be subject to inspection by the City, the Department of Finance and Administration and the State Auditor. The City shall have the right to audit billings both before and after payment. Payment under this Contract shall not foreclose the right of the City to recover excessive illegal payments.

C. The Contractor warrants that the Contractor presently has no interest and shall not acquire any interest, direct or indirect, which would conflict in any manner or degree with the performance or services required under this Contract.

D. The Contractor hereby warrants that the Contractor complies with the Americans with Disabilities Act, 29 CFR 1630.

E. Gender, Singular/Plural. Words of any gender used in this Contract shall be held and construed to include any other gender, and words in the singular number shall be held to include the plural, unless the context otherwise requires.

F. Captions and Section Headings. The captions and section headings contained in this Contract are for convenience of reference only, and in no way limit, define, or enlarge the terms, scope, and conditions of this Contract.

G. Certificates and Documents Incorporated. All certificates and documentation required by the provisions of the Contract shall be attached to this Contract at the time of execution and are hereby incorporated by reference as though set forth in full in this Contract to the extent they are consistent with its conditions and terms.

H. Separability. If any clause or provision of this Contract is illegal, invalid or unenforceable under present or future laws effective during the term of this Contract, then and in that event, it is the intention of the parties hereto that the remainder of this Contract shall not be affected thereby.

I. Words and Phrases. Words, phrases, and abbreviations, which have well-known technical or trade meanings used in the Contract documents shall be used according to such recognized meaning. In the event of a conflict, the more stringent meaning shall govern.

J. Relationship of Contract Documents. The Contract Documents are complementary, and any requirement of one Contract Document shall be as binding as if required by all.

K. Pursuant to NMSA 1978, section 13-1-191, reference is hereby made to the Criminal Laws of New Mexico (including NMSA 1978, sections 30-14-1, 30-24-2, and 30-41-1 through 30-41-3) which prohibit bribes, kickbacks, and gratuities, violation of which constitutes a felony. Further, the Procurement Code (NMSA 1978, sections 13-1-28 through 13-1-199) imposes civil and criminal penalties for its violation.

L. Pursuant to NMSA 1978, section 13-4-11. Reference is hereby made to the Minimum Wage on Public Works; weekly payments; posting wage scale; withholding funds.

IN WITNESS WHEREOF, the Parties have executed this Contract as of the date of the signature by the required approval authorities below.

CITY OF SANTA FE:

ALAN WEBBER, MAYOR

DATE: _____

CONTRACTOR:
B&D Industries, Inc.

Clinton Beall (Mar 23, 2025 11:45 MDT)

CLINTON BEALL, PRESIDENT

DATE: Mar 23, 2025

NMBTIN: 01-716872-00-4

ATTEST:

ANDRÉA SALAZAR, CITY CLERK

CITY ATTORNEY'S OFFICE:

Marcos Martinez

Marcos Martinez (Mar 28, 2025 07:45 MDT)

SENIOR ASSISTANT CITY ATTORNEY

APPROVED FOR FINANCES:

Emily K. Oster 04/09/2025

EMILY OSTER, FINANCE DIRECTOR

Constr_Contract_B&D_OnCall_ITB_Electrical - CAO redlines

Final Audit Report 2025-03-28

Created:	2025-03-19
By:	JULIE KENNY (jckenny@santafenm.gov)
Status:	Signed
Transaction ID:	CBJCHBCAABAAbiqEXtDCVfAu3yQLyUAs7RJ04FRnJfTT

"Constr_Contract_B&D_OnCall_ITB_Electrical - CAO redlines" History

Document created by JULIE KENNY (jckenny@santafenm.gov)
2025-03-19 - 7:43:40 PM GMT- IP address: 63.232.20.2

Document emailed to clinton@banddindustries.com for signature
2025-03-19 - 7:44:25 PM GMT

Email viewed by clinton@banddindustries.com
2025-03-19 - 7:55:18 PM GMT- IP address: 104.28.91.76

Email viewed by clinton@banddindustries.com
2025-03-22 - 2:52:30 AM GMT- IP address: 172.203.161.82

Signer clinton@banddindustries.com entered name at signing as Clinton Beall
2025-03-23 - 5:45:20 PM GMT- IP address: 174.50.92.103

Document e-signed by Clinton Beall (clinton@banddindustries.com)
Signature Date: 2025-03-23 - 5:45:22 PM GMT - Time Source: server- IP address: 174.50.92.103

Document emailed to Marcos Martinez (mdmartinez@santafenm.gov) for signature
2025-03-23 - 5:45:23 PM GMT

Email viewed by Marcos Martinez (mdmartinez@santafenm.gov)
2025-03-28 - 1:45:27 PM GMT- IP address: 76.127.1.192

Document e-signed by Marcos Martinez (mdmartinez@santafenm.gov)
Signature Date: 2025-03-28 - 1:45:39 PM GMT - Time Source: server- IP address: 76.127.1.192

Agreement completed.
2025-03-28 - 1:45:39 PM GMT

Powered by Adobe Acrobat Sign

ACORD

CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY) 12/30/2024

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must have ADDITIONAL INSURED provisions or be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

PRODUCER License # 0757776 HUB International Insurance Services (SOW) 6565 Americas Parkway Suite 720 Albuquerque, NM 87110	CONTACT NAME: Carrie Butler PHONE (A/C, No, Ext): (505) 262-9412 9412 FAX (A/C, No): (866) 487-3972 E-MAIL ADDRESS: Carrie.Butler@hubinternational.com
INSURED B & D Industries, Inc. 9720 Bell Ave SE Albuquerque, NM 87123	INSURER(S) AFFORDING COVERAGE — NAIC # INSURER A : Valley Forge Insurance Company — 20508 INSURER B : National Fire Insurance Company of Hartford — 20478 INSURER C : The Continental Insurance Company — 35289 INSURER D : Builders Trust of New Mexico INSURER E : INSURER F :

COVERAGES **CERTIFICATE NUMBER:** **REVISION NUMBER:**

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDL INSD	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS	
A	X COMMERCIAL GENERAL LIABILITY CLAIMS-MADE X OCCUR GEN'L AGGREGATE LIMIT APPLIES PER: POLICY X PRO-JECT LOC OTHER:	X	X	6016149399	12/31/2024	12/31/2025	EACH OCCURRENCE DAMAGE TO RENTED PREMISES (Ea occurrence) MED EXP (Any one person) PERSONAL & ADV INJURY GENERAL AGGREGATE PRODUCTS - COMP/OP AGG	$ 1,000,000 $ 1,000,000 $ 15,000 $ 1,000,000 $ 2,000,000 $ 2,000,000
B	AUTOMOBILE LIABILITY X ANY AUTO OWNED AUTOS ONLY SCHEDULED AUTOS HIRED AUTOS ONLY NON-OWNED AUTOS ONLY	X	X	6016149371	12/31/2024	12/31/2025	COMBINED SINGLE LIMIT (Ea accident) BODILY INJURY (Per person) BODILY INJURY (Per accident) PROPERTY DAMAGE (Per accident)	$ 1,000,000 $ $ $
C	X UMBRELLA LIAB X OCCUR EXCESS LIAB CLAIMS-MADE DED X RETENTION $ 10,000	X	X	6016149404	12/31/2024	12/31/2025	EACH OCCURRENCE AGGREGATE Aggregate	$ 5,000,000 $ $ 5,000,000
D	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in NH) Y/N: N If yes, describe under DESCRIPTION OF OPERATIONS below	N / A	X	WC100-0005672-2025A	1/1/2025	1/1/2026	X PER STATUTE OTH-ER E.L. EACH ACCIDENT E.L. DISEASE - EA EMPLOYEE E.L. DISEASE - POLICY LIMIT	 $ 2,000,000 $ 2,000,000 $ 2,000,000

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)
Umbrella is Form Following over General Liability, Auto Liability and Employers Liability. Additional Insured, Waiver of Subrogation and Primary Non-Contributory apply per attached policy forms.

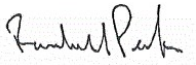
CERTIFICATE HOLDER

City of Santa Fe Public Works
2651 Siringo Rd. Bldg R
Santa Fe, NM 87505

CANCELLATION

SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.

AUTHORIZED REPRESENTATIVE



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From: DUTTON-LEYDA, TRAVIS K.
To: GABALDON, RACHEL D.; Purchasing DET
Cc: BURNETT, SAM; CALABAZA, DEALVA X.; BOHLMAN, JOSHUA B.
Subject: RE: SOW Determinations- Electrical Services
Date: Tuesday, July 2, 2024 4:34:04 PM
Attachments: image003.png

Hi, this should be construction.

Thank you.

Regards,

Travis Dutton-Leyda
Chief Procurement Officer
City of Santa Fe
200 Lincoln Avenue
Santa Fe, NM 87501
505-629-8351
tkduttonleyda@santafenm.gov

https://santafenm.gov/finance-2/purchasing-1

Internal Link: https://intranet.santafenm.gov/finance_1

CITY OF SANTA FE
FINANCE

From: GABALDON, RACHEL D. <rdgabaldon@santafenm.gov>
Sent: Thursday, June 27, 2024 3:00 PM
To: Purchasing DET <purchasing_det@santafenm.gov>
Cc: BURNETT, SAM <jsburnett@santafenm.gov>; CALABAZA, DEALVA X. <dxcalabaza@santafenm.gov>; BOHLMAN, JOSHUA B. <jbohlman@santafenm.gov>
Subject: SOW Determinations- Electrical Services

Good afternoon,

I am requesting a determination on the following scope of work:
We seek to request bids for electrical services for on-call contracts:
The work may include the repair, replacement, or extension of electrical systems within, attached to or servicing building sites above ground or underground. Work to include, but not be limited to installation of new power and lighting circuits; new power services; new electrical devices, equipment, and lighting fixtures; electrical repairs, rewiring, panel and wiring upgrades, inspections of components, repair or replacement of equipment or fixtures, maintaining control systems, lighting systems, and communication systems. The work shall also include the removal and disposal of existing power circuits, lighting fixtures and equipment, and the termination of associated circuits and services. Any related work

required to accomplish the requested electrical work in included. Low voltage work could be included and any other related electrical work.

Thank you,

R. Denise Gabaldon, CPO
Contracts Administrator | CIP & Facilities Division | Public Works Dept.
Website: www.santafenm.gov
Email: rdgabaldon@santafenm.gov
Mobile: (505) 795-2439
Office: (505) 955-5934



From: Matt Loehman
To: CALABAZA, DEALVA X.
Subject: Re: Horizons Determination - Electrical Services
Date: Friday, August 30, 2024 11:45:20 AM
Attachments: image001.png

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good morning De Alva,

Thank you very much for the opportunity, but we will decline this procurement.

Best regards,

Matt

Matt Loehman
Executive Director

Horizons of New Mexico
6121 Indian School Rd. NE, Suite 102
Albuquerque, NM 87110

office phone: (505) 345-1540
email: mloehman@horizonsofnewmexico.org
web: www.horizonsofnewmexico.org

The State Use Act helps people with disabilities become gainfully employed, and it saves you valuable time and resources otherwise used during the procurement process.

On Fri, Aug 30, 2024 at 10:49 AM CALABAZA, DEALVA X. <dxcalabaza@santafenm.gov> wrote:

> Hello Matt,
>
> The City of Santa Fe is seeking a Horizons Determination by requesting bids for electrical services for on-call contracts. The Scope of Work will include the following:
>
> The work may include the repair, replacement, or extension of electrical systems within,

attached to or servicing building sites above ground or underground. Work to include, but

not be limited to installation of new power and lighting circuits; new power services; new

electrical devices, equipment, and lighting fixtures; electrical repairs, rewiring, panel and

wiring upgrades, inspections of components, repair or replacement of equipment or fixtures,

maintaining control systems, lighting systems, and communication systems. The work shall

also include the removal and disposal of existing power circuits, lighting fixtures and

equipment, and the termination of associated circuits and services. Any related work

required to accomplish the requested electrical work in included. Low voltage work could be

included and any other related electrical work.

Please let me know if you have any questions.

Thanks

Kindly,

De Alva Calabaza

Administrative Manager | Facilities Division | Public Works Dept.

Website: www.santafenm.gov

Email: dxcalabaza@santafenm.gov
Mobile: (505) 469-4705

Office: (505) 955-5930

CITY OF SANTA FE
FACILITIES

CITY OF SANTA FE

Date: April 2, 2025

To: Governing Body

Via: Regina Wheeler
Regina Wheeler (Apr 3, 2025 10:35 MDT)
Regina Wheeler, Public Works Department Director

From: Romella Glorioso-Moss, PhD, CPM, Complete Streets Capital Projects Manager

---

ACTION:

Request for Approval of the Capital Appropriation Project Agreement C5243321 with the Department of Transportation for the St. Michael's Drive Rail Trail Underpass in the Total Amount of $100,000 with a Reversion Date of June 30, 2028. (Romella Glorioso-Moss, Capital Projects Manager, rsglorioso-moss@santafenm.gov)

Request for Approval of a Budget Amendment Resolution (BAR) to Allocate $100,000 from the Capital Appropriation Grant to Complete Streets Revenue and WIP Design for the St. Michael's Drive Rail Trail Underpass Project.

BACKGROUND AND SUMMARY:

The City is receiving a capital appropriation for the St. Michael's Drive Underpass which was the City Council District 2 priority capital request to the 2024 legislative session.

This project was the result of two Road Safety Audits in 2014 and 2015 in response to two pedestrian fatalities at the project site. Of the six alternatives presented to address the safety concerns at this intersection, a grade separated pedestrian underpass which separates pedestrians and bicyclists from vehicular traffic was selected.

The engineering design of this project is funded via federal Congestion Mitigation Air Quality (CMAQ) grant of $1,069,437 with no local match. This $100,000 capital grant will be used to pay for the additional design fees requested by the Rio Metro Regional Transit District which operates the New Mexico Rail Runner. The engineering design is 50% complete. The City is anticipating completing the engineering design in 2026.

FUNDING SOURCE:

Fund Name/Number: NMDOT Legislative Capital Grant Control No. C5243321
Munis Org Name/Number: Streets Roadways / 3309980
Munis Object Name/Number: WIP Design/ 572960
Project ID/String: PWD2533016

ATTACHMENTS:

NMDOT Capital Appropriation Project Agreement C5243321
BAR
Project Ledger Form
2025-8 Resolution

Contract Number: _____
Vendor Number: 0000054360
Control Number: C5243321

STATE OF NEW MEXICO
DEPARTMENT OF TRANSPORTATION
FUND 93100 CAPITAL APPROPRIATION PROJECT

THIS AGREEMENT is between the Department of Transportation, hereinafter called the "Department" or abbreviation such as "NMDOT", and City of Santa Fe, hereinafter called the "Grantee". This Agreement is effective as of the date of the last party to sign it on the signature page below.

RECITALS

WHEREAS, in the Laws of 2024, SB 275, Chapter 66, Section 33, Subsection 91, the Legislature made an appropriation to the Department, funds from which the Department is making available to the Grantee pursuant to this Agreement; and

WHEREAS, the Department is granting to Grantee, and the Grantee is accepting the grant of, funds from this appropriation, in accordance with the terms and conditions of this Agreement; and

WHEREAS, pursuant to the NMSA 1978, Section 67-3-28, as amended, and State Highway Commission Policy No. 44, the Department has the authority to enter into this Grant Agreement.

AGREEMENT

NOW, THEREFORE, in consideration of the mutual covenants and obligations contained herein, the parties hereby mutually agree as follows:

ARTICLE I. PROJECT DESCRIPTION, AMOUNT OF GRANT AND REVERSION DATE

A. The project that is the subject of this Agreement is described as follows:

DFA Appropriation ID I3321 NMDOT Control Number C5243321 **$100,000**
APPROPRIATION REVERSION DATE: 6/30/2028
Laws of 2024, Chapter 66, Section 33, Subsection 91, One Hundred Thousand Dollars and No Cents ($100,000), to acquire rights of way for and to plan, design and construct a pedestrian underpass at the intersection of Saint Michael's drive, a New Mexico rail runner express railroad crossing and a Santa Fe rail trail crossing in Santa Fe in Santa Fe county.

The Grantee's total reimbursements shall not exceed One Hundred Thousand Dollars and No Cents $100,000 (the "Appropriation Amount") minus the allocation for Art in Public Places ("AIPP amount")[1], if applicable, (), which equals () (the "Adjusted Appropriation Amount").

In the event of a conflict among the Appropriation Amount, the Reversion Date, as defined herein and/or the purpose of the Project, as set forth in this Agreement, and the corresponding appropriation language in the laws cited above in this Article I(A), the language of the laws cited herein shall control.

This project is referred to throughout the remainder of this Agreement as the "Project"; the information contained in Article I(A) is referred to collectively throughout the remainder of this Agreement as the "Project Description." Optional Attachment A sets forth additional or more stringent requirements and conditions, which are incorporated by this reference as if set forth fully herein. If Optional Attachment A imposes more stringent requirements than any requirement set forth in this Agreement, the more stringent requirements of Attachment A shall prevail, in the event of irreconcilable conflict. The Grantee shall reference the Project's number in all correspondence with and submissions to the Department concerning the Project, including, but not limited to, Requests for Payment and reports.

ARTICLE II. LIMITATION ON DEPARTMENT'S OBLIGATION TO MAKE GRANT DISBURSEMENT TO GRANTEE

A. Upon the Effective Date of this Agreement, for permissible purposes within the scope of the Project Description, the Grantee shall only be reimbursed monies for which the Department has issued and the Grantee has received a Notice of Department's Obligation to Reimburse[2] Grantee (hereinafter referred to as "Notice of Obligation"). This Grant Agreement and the disbursement of any and all amounts of the above referenced Adjusted Appropriation Amount are expressly conditioned upon the following:

(i) Irrespective of any Notice of Obligation, the Grantee's expenditures shall be made on or before the Reversion Date and, if applicable, an Early Termination Date (i.e., the goods have been delivered and accepted or the title to the goods has been transferred to the Grantee and/or the services have been rendered for the Grantee); and

(ii) The total amount received by the Grantee shall not exceed the lesser of: (a) the Adjusted Appropriation Amount identified in Article I(A) herein or (b) the total of all amounts stated in the Notice(s) of Obligation evidencing that the Department has received and accepted the Grantee's Third Party Obligation(s), as defined in subparagraph iii of this Article II(A); and

(iii) The Grantee's expenditures were made pursuant to the State Procurement Code and execution of binding written obligations or purchase orders with third party contractors or vendors for the provision of services, including professional services, or the purchase of tangible personal property and real property for the Project, hereinafter referred to as "Third Party Obligations"; and

(iv) The Grantee's submittal of timely Requests for Payment in accordance with the procedures set forth in Article IX of this Agreement; and

[1] The AIPP amount is "an amount of money equal to one percent or two hundred thousand dollars ($200,000), whichever is less, of the amount of money appropriated for new construction or any major renovation exceeding one hundred thousand dollars ($100,000)." Section 13-4A-4 NMSA 1978.

[2] "Reimburse" as used throughout this Agreement includes Department payments to the Grantee for invoices received, but not yet paid, by the Grantee from a third party contractor or vendor, if the invoices comply with the provisions of this Agreement and are a valid liability of the Grantee.

(v) In the event that capital assets acquired with Project funds are to be sold, leased, or licensed to or operated by a private entity, the sale, lease, license, or operating agreement:

a. must be approved by the applicable oversight entity (if any) in accordance with law; or
b. if no oversight entity is required to approve the transaction, the Department must approve the transaction as complying with law.

Prior to the sale, lease, license, or operating agreement being approved pursuant to Articles II(A)(v)(a) and II(A)(v)(b) herein, the Department may, in its sole and absolute discretion and unless inconsistent with State Board of Finance imposed conditions, reimburse the Grantee for necessary expenditures incurred to develop the Project sufficiently to make the sale, lease, license, or operating agreement commercially feasible, such as plan and design expenditures; and

(vi) The Grantee's submission of documentation of all Third Party Obligations and amendments thereto (including terminations) to the Department and the Department's issuance and the Grantee's receiving of a Notice of Obligation for a particular amount in accordance with the terms of this Agreement shall be governed by the following:

a. The Grantee shall submit to the Department one copy of all Third Party Obligations and amendments thereto (including terminations) as soon as possible after execution by the Third Party **but prior to execution by the Grantee.**
b. Grantee acknowledges and agrees that if it chooses to enter into a Third Party Obligation prior to receiving a Notice of Obligation that covers the expenditure, it is solely responsible for such obligations.
c. The Department may, in its sole and absolute discretion, issue to Grantee a Notice of Obligation for the particular amount of that Third Party Obligation that only obligates the Department to reimburse Grantee's expenditures made on or before the Reversion Date or an Early Termination Date. The current Notice of Obligation form is attached to this Agreement as Exhibit 2.
d. The date the Department signs the Notice of Obligation is the date that the Department's Notice of Obligation is effective. After that date, the Grantee is authorized to budget the particular amount set forth in the Notice of Obligation, execute the Third Party Obligation and request the Third Party to begin work. Payment for any work performed or goods received prior to the effective date of the Notice of Obligation is wholly and solely the obligation of the Grantee.

B. The Grantee shall implement, in all respects, the Project. The Grantee shall provide all necessary qualified personnel, material, and facilities to implement the Project. The Grantee shall finance its share (if any) of the costs of the Project, including all Project overruns.

C. Project funds shall not be used for purposes other than those specified in the Project Description.

D. Unless specifically allowed by law, Project funds cannot be used to reimburse Grantee for indirect Project costs.

ARTICLE III. NOTICE PROVISIONS AND GRANTEE AND DEPARTMENT DESIGNATED REPRESENTATIVES

Whenever written notices, including written decisions, are to be given or received, related to this Agreement, the following provisions shall apply.

The Grantee designates the person(s) listed below, or their successor, as their official representative(s) concerning all matters related to this Agreement:

Grantee: City of Santa Fe
Name: David Chapman
Title: Grants Administrator
Address: P.O. Box 909, Santa Fe, New Mexico 87504
Email: dachapman@ci.santa-fe.nm.us
Telephone: 505-955-2012

The Grantee designates the person(s) listed below, or their successor, as their Fiscal Officer or Fiscal Agent concerning all matters related to this Agreement:

Grantee: _____
Name: _____
Title: _____
Address: _____
Email: _____
Telephone: _____

The Department designates the persons listed below, or their successors, as the Points of Contact for matters related to this Agreement.

Department: Department of Transportation District 5 Office
Name: Amanda Nino
Title: Capital Outlay District Coordinator
Address: P.O. Box 4127, Santa Fe, NM 87502
Email: Amanda.Nino@dot.nm.gov
Telephone: 505-660-6357

The Grantee and the Department agree that either party shall send all notices, including written decisions, related to this Agreement to the above named persons by email or regular mail. In the case of mailings, notices shall be deemed to have been given and received upon the date of the receiving party's actual receipt or five calendar days after mailing, whichever shall first occur. In the case of email transmissions, the notice shall be deemed to have been given and received on the date reflected on the delivery receipt of email.

ARTICLE IV. REVERSION DATE, TERM, DEADLINE TO EXPEND FUNDS

A. As referenced in Article I(A), the applicable law establishes a date by which Project funds must be expended by Grantee, which is referred to throughout the remainder of this Agreement as the "Reversion Date." Upon being duly executed by both parties, this Agreement shall be effective as of the date of execution by the Department. It shall terminate on 6/30/2028 the Reversion Date unless Terminated Before Reversion Date ("Early Termination") pursuant to Article V herein.

B. The Project's funds must be expended on or before the Reversion Date and, if applicable, Early Termination Date of this Agreement. For purposes of this Agreement, it is not sufficient for the Grantee to encumber the Project funds on its books on or before the Project's Reversion Date or Early Termination Date. Funds are expended and an expenditure has occurred as of the date that a particular quantity of goods are delivered to and received by the Grantee or title to the goods is transferred to the Grantee and/or as of the date particular services are rendered for the Grantee. Funds are ***not*** expended and an expenditure has ***not*** occurred as of the date they are encumbered by the Grantee pursuant to a contract or purchase order with a third party.

ARTICLE V. EARLY TERMINATION

A. **Early Termination Before Reversion Date Due to Completion of the Project or Complete Expenditure of the Adjusted Appropriation or Violation of this Agreement**

Early Termination includes:

(i) Termination due to completion of the Project before the Reversion Date; or

(ii) Termination due to complete expenditure of the Adjusted Appropriation Amount before the Reversion Date; or

(iii) Termination for violation of the terms of this Agreement; or

(iv) Termination for suspected mishandling of public funds, including but not limited to, fraud, waste, abuse, and conflicts of interest.

Either the Department or the Grantee may early terminate this Agreement prior to the Reversion Date by providing the other party with a minimum of fifteen (15) days' advance, written notice of early termination. Grantee hereby waives any rights to assert an impairment of contract claim against the Department or the State of New Mexico in the event of Early Termination of this Agreement by the Department pursuant to Article V(A).

B. **Early Termination Before Reversion Date Due to Non-appropriation**

The terms of this Agreement are expressly made contingent upon sufficient appropriations and authorization being made by the Legislature of New Mexico for the performance of this Agreement. Throughout this Agreement the term "non-appropriate" or "non-appropriation" includes the following actions by the New Mexico Legislature: deauthorization, reauthorization or revocation of a prior authorization. The Legislature may choose to non-appropriate the Appropriation referred to in Article I and, if that occurs, the Department shall early terminate this Agreement for non-appropriation by giving the Grantee written notice of such termination, and such termination shall be effective as of the effective date of the law making the non-appropriation. The Department's decision as to whether sufficient appropriations or authorizations are available shall be accepted by the Grantee and shall be final. Grantee hereby waives any rights to assert an impairment of contract claim against the Department or the State of New Mexico in the event of Early Termination of this Agreement by the Department pursuant to Article V(B).

C. **Limitation on Department's Obligation to Make Grant Disbursements to Grantee in the Event of Early Termination**

In the event of Early Termination of this Agreement by either party, the Department's sole and absolute obligation to reimburse the Grantee is expressly conditioned upon the limitations set forth Article II.

ARTICLE VI. SUSPENSION OF NEW OR FURTHER OBLIGATIONS

A. The Department may choose, in its sole and absolute discretion, to provide written notice to the Grantee to suspend entering into new and further obligations. Upon the receipt of such written notice by the Grantee:

(i) The Grantee shall immediately suspend entering into new or further written obligations with third parties; and

(ii) The Department will suspend the issuance of any new or further Notice of Obligation under this Agreement; and

(iii) The Department may direct the Grantee to implement a corrective action plan in accordance with Article VI(D) herein.

B. In the event of Suspension of this Agreement, the Department's sole and absolute obligation to reimburse the Grantee is expressly conditioned upon the limitations set forth in Article II herein.

C. A suspension of new or further obligations under this Agreement shall remain in effect unless or until the date the Grantee receives written notice given by the Department informing the Grantee that the Suspension has been lifted or that the Agreement has been Early Terminated in accordance with Article V herein. If the Suspension is lifted, the Department will consider further requests for Notice of Obligation.

D. Corrective Action Plan in the Event of Suspension

In the event that the Department chooses, in its sole and absolute discretion to direct the Grantee to suspend entering into new or further written obligations with third parties pursuant to Article VI(A), the Department may, but is not obligated to, require the Grantee to develop and implement a written corrective action plan to remedy the grounds for the Suspension. Such corrective action plan must be approved by the Department and be signed by the Grantee. Failure to sign a corrective action plan or meet the terms and deadlines set forth in the signed corrective action plan, is hereby deemed a violation of the terms of this Agreement for purposes of Early Termination, Article V(A)(iii). The corrective action plan is in addition to, and not in lieu of, any other equitable or legal remedy, including but not limited to Early Termination.

ARTICLE VII. AMENDMENT

This Agreement shall not be altered, changed, or amended except by instrument in writing duly executed by both the parties hereto.

ARTICLE VIII. REPORTS

A. Database Reporting

The Grantee shall report quarterly Project activity by entering such Project information as the Department and the Department of Finance and Administration may require, such information entered directly into a database maintained by the Department of Finance and Administration (http://cpms.dfa.state.nm.us). Additionally, the Grantee shall certify on the Request for Payment form (Exhibit 1) that updates have been maintained and are current in the database. The Grantee hereby acknowledges that failure to perform and/or certify updates into the database will delay or potentially jeopardize the reimbursement of funds. The Department shall give Grantee a minimum of thirty (30) days' advance written notice of any changes to the information the Grantee is required to report.

Quarterly reports shall be due on the last day of the month that is 30 days prior to the end of the quarter following execution of this Agreement by the Department and ending during the quarter of the submission of the final request for reimbursement for the Project, or the following quarter.

B. Requests for Additional Information/Project Inspection

During the term of this Agreement and during the period of time during which the Grantee must maintain records pursuant to Article VIII, the Department may:

(i) request such additional information regarding the Project as it deems necessary; and

(ii) conduct, at reasonable times and upon reasonable notice, onsite inspections of the Project.

Grantee shall respond to such requests for additional information within a reasonable period of time, as established by the Department.

ARTICLE IX. REQUEST FOR PAYMENT PROCEDURES AND DEADLINES

A. The Grantee shall request payment by submitting a Request for Payment, in the form attached hereto as Exhibit 1. Payment requests are subject to the following procedures:

(i) The Grantee must submit a Request for Payment; and

(ii) Each Request for Payment must contain proof of payment by the Grantee or liabilities incurred by the Grantee showing that the expenditures are valid or are liabilities incurred by the Grantee in the form of actual unpaid invoices received by the Grantee for services rendered by a third party or items of tangible personal property received by the Grantee for the implementation of the Project; provided, however, that the Grantee may be reimbursed for unpaid liabilities only if the Department, in its sole and absolute discretion, agrees to do so and in accordance with any special conditions imposed by the Department.

(iii) In cases where the Grantee is submitting a Request for Payment to the Department based upon invoices received, but not yet paid, by the Grantee from a third party contractor or vendor, if the invoices comply with the provisions of this Agreement and are a valid liability of the Grantee, the Grantee shall make payment to those contractors or vendors within five (5) business days from the date of receiving reimbursement from the Department or such shorter period of time as the Department may prescribe in writing. The Grantee is required to certify to the Department proof of payment to the third party contractor or vendor within ten (10) business days from the date of receiving reimbursement from the Department.

B. The Grantee must obligate 5% of the Adjusted Appropriation Amount within six months of acceptance of the grant agreement and must have expended no less than 85% of the Adjusted Appropriation Amount six months prior to the reversion date.

C. **Deadlines**

Requests for Payments shall be submitted by Grantee to the Department on the earlier of:

(i) Immediately as they are received by the Grantee but at a minimum thirty (30) days from when the expenditure was incurred or liability of the Grantee was ~~a~~approved as evidenced by an unpaid invoice received by the Grantee from a third party contractor or vendor; or

(ii) Twenty (20) days from date of Early Termination; or

(iii) Twenty (20) days from the Reversion Date.

D. The Grantee's failure to abide by the requirements set forth in Article II and Article IX herein will result in the denial of its Request for Payment or will delay the processing of Requests for Payment. The Department has the right to reject a payment request for the Project unless and until it is satisfied that the expenditures in the Request for Payment are for permissible purposes within the meaning of the Project Description and that the expenditures and the Grantee are otherwise in compliance with this Agreement, including but not limited to, compliance with the reporting requirements and the requirements set forth in Article II herein to provide Third Party Obligations and the Deadlines set forth in Article IX herein. The Department's ability to reject any Request for Payment is in addition to, and not in lieu of, any other legal or equitable remedy available to the Department due to Grantee's violation of this Agreement.

ARTICLE X. PROJECT CONDITIONS AND RESTRICTIONS; REPRESENTATIONS AND WARRANTIES

A. The following general conditions and restrictions are applicable to the Project:

(i) The Project's funds must be spent in accordance with all applicable state laws, regulations, policies, and guidelines, including, but not limited to, the State Procurement Code (or local procurement ordinance, where applicable).

(ii) The Project must be implemented in accordance with the New Mexico Public Works Minimum Wage Act, Section 13-4-10 through 13-4-17 NMSA 1978, as applicable. Every contract or project in excess of sixty thousand dollars ($60,000) that the Grantee is a party to for construction, alteration, demolition or repair or any combination of these, including painting and decorating, of public buildings, public works or public roads and that requires or involves the employment of mechanics, laborers or both shall contain a provision stating the minimum wages and fringe benefits to be paid to various classes of laborers and mechanics, shall be based upon the wages and benefits that will be determined by the New Mexico Department of Workforce Solutions to be prevailing for the corresponding classes of laborers and mechanics employed on contract work of a similar nature in the locality. Further, every contract or project shall contain a stipulation that the contractor, subcontractor, employer or a person acting as a contractor shall pay all mechanics and laborers employed on the site of the project, unconditionally and not less often than once a week and without subsequent unlawful deduction or rebate on any account, the full amounts accrued at time of payment computed at wage rates and fringe benefit rates not less than those determined pursuant to Section 13-4-11 (B) NMSA 1978 to be the prevailing wage rates and prevailing fringe benefit rates issued for the project.

(iii) The Project may only benefit private entities in accordance with applicable law, including, but not limited to, Article IX, Section 14 of the Constitution of the State of New Mexico, the "Anti-Donation Clause."

(iv) The Grantee shall not for a period of 10 years from the date of this agreement convert any property acquired, built, renovated, repaired, designed or developed with the Project's funds to uses other than those specified in the Project Description without the Department's and the Board of Finance's express, advance, written approval, which may include a requirement to reimburse the State for the cost of the project, transfer proceeds from the disposition of property to the State, or otherwise provide consideration to the State.

(v) The Grantee shall comply with all federal and state laws, rules and regulations pertaining to equal employment opportunity. In accordance with all such laws, rules and regulations the Grantee agrees to assure that no person shall, on the grounds of race, color, national origin, sex, sexual preference, age or handicap, be excluded from employment with Grantee, be excluded

from participation in the Project, be denied benefits or otherwise be subject to discrimination under, any activity performed under this Agreement. If Grantee is found to be not in compliance with these requirements during the life of this Agreement, Grantee agrees to take appropriate steps to correct any deficiencies. The Grantee's failure to implement such appropriate steps within a reasonable time constitutes grounds for terminating this Agreement.

B. The Grantee hereby represents and warrants the following:

(i) The Grantee has the legal authority to receive and expend the Project's funds.

(ii) This Agreement has been duly authorized by the Grantee, the person executing this Agreement has authority to do so, and, once executed by the Grantee, this Agreement shall constitute a binding obligation of the Grantee, enforceable according to its terms.

(iii) This Agreement and the Grantee's obligations hereunder do not conflict with any law or ordinance or resolution applicable to the Grantee, the Grantee's charter (if applicable), or any judgment or decree to which the Grantee is subject.

(iv) The Grantee has independently confirmed that the Project Description, including, but not limited to, the amount and Reversion Date, is consistent with the underlying appropriation in law.

(v) The Grantee's governing body has duly adopted or passed as an official act a resolution, motion, or similar action authorizing the person identified as the official representative of the Grantee to sign the Agreement and to sign Requests for Payment.

(vi) The Grantee shall abide by New Mexico laws regarding conflicts of interest, governmental conduct and whistleblower protection. The Grantee specifically agrees that no officer or employee of the local jurisdiction or its designees or agents, no member of the governing body, and no other public official of the locality who exercises any function or responsibility with respect to this Grant, during their tenure or for one year thereafter, shall have any interest, direct or indirect, in any contract or subcontract, or the proceeds thereof, for work to be performed or goods to be received, pursuant to this Grant. Further, Grantee shall require all of its contractors to incorporate in all subcontracts the language set forth in this paragraph prohibiting conflicts of interest.

(vii) No funds have been paid or will be paid, by or on behalf of the Grantee, to any person for influencing or attempting to influence an officer or employee of this or any agency or body in connection with the awarding of any Third Party Obligation and that the Grantee shall require certifying language prohibiting lobbying to be included in the award documents for all subawards, including subcontracts, loans and cooperative agreements. All subrecipients shall be required to certify accordingly.

ARTICLE XI. STRICT ACCOUNTABILITY OF RECEIPTS AND DISBURSEMENTS; PROJECT RECORDS

A. The Grantee shall be strictly accountable for receipts and disbursements relating to the Project's funds. The Grantee shall follow generally accepted accounting principles, and, if feasible, maintain a separate bank account or fund with a separate organizational code, for the funds to assure separate budgeting and accounting of the funds.

B. For a period of six (6) years following the Project's completion, the Grantee shall maintain all Project related records, including, but not limited to, all financial records, requests for proposals, invitations to bid, selection and award criteria, contracts and subcontracts, advertisements, minutes of pertinent meetings, as well

as records sufficient to fully account for the amount and disposition of the total funds from all sources budgeted for the Project, the purpose for which such funds were used, and such other records as the Department shall prescribe.

C. The Grantee shall make all Project records available to the Department, the Department of Finance and Administration, and the New Mexico State Auditor upon request. With respect to the funds that are the subject of this Agreement, if the State Auditor or the Department of Finance and Administration finds that any or all of these funds were improperly expended, the Grantee may be required to reimburse to the State of New Mexico, to the originating fund, any and all amounts found to be improperly expended.

ARTICLE XII. IMPROPERLY REIMBURSED FUNDS

If the Department determines that part or all of the Appropriation Amount was improperly reimbursed to Grantee, including but not limited to, Project funds reimbursed to Grantee based upon fraud, mismanagement, misrepresentation, misuse, violation of law by the Grantee, or violation of this Agreement, the Grantee shall return such funds to the Department for disposition in accordance with law.

ARTICLE XIII. LIABILITY

Neither party shall be responsible for liability incurred as a result of the other party's acts or omissions in connection with this Agreement. Any liability incurred in connection with this Agreement is subject to immunities and limitations of the New Mexico Tort Claims Act.

ARTICLE XIV. SCOPE OF AGREEMENT

This Agreement constitutes the entire and exclusive agreement between the Grantee and Department concerning the subject matter hereof. The Agreement supersedes any and all prior or contemporaneous agreements, understandings, discussions, communications, and representations, written or verbal.

ARTICLE XV. REQUIRED NON-APPROPRIATIONS CLAUSE IN CONTRACTS FUNDED IN WHOLE OR PART BY FUNDS MADE AVAILABLE UNDER THIS AGREEMENT

The Grantee acknowledges, warrants, and agrees that Grantee shall include a “non-appropriations” clause in all contracts between it and other parties that are (i) funded in whole or part by funds made available under this Agreement and (ii) entered into after the effective date of this Agreement that states:

“The terms of this Agreement are contingent upon sufficient appropriations and authorization being made by the Legislature of New Mexico for the performance of this Agreement. If sufficient appropriations and authorization are not made by the Legislature, the City of Santa Fe may immediately terminate this Agreement by giving Contractor written notice of such termination. The City of Santa Fe’s decision as to whether sufficient appropriations are available shall be accepted by the Contractor and shall be final. Contractor hereby waives any rights to assert an impairment of contract claim against the City of Santa Fe or the Department of Transportation or the State of New Mexico in the event of immediate or Early Termination of this Agreement by the City of Santa Fe or the Department”

ARTICLE XVI. REQUIRED TERMINATION CLAUSE IN CONTRACTS FUNDED IN WHOLE OR PART BY FUNDS MADE AVAILABLE UNDER THIS AGREEMENT

Grantee acknowledges, warrants, and agrees that Grantee shall include the following termination clause in all contracts that are (i) funded in whole or part by funds made available under this Agreement and (ii) entered into after the effective date of this Agreement:

"This contract is funded in whole or in part by funds made available under a Department of Transportation Grant Agreement. Should the Department of Transportation early terminate the grant agreement, the City of Santa Fe may early terminate this contract by providing Contractor written notice of such termination. In the event of termination pursuant to this paragraph, the City of Santa Fe only liability shall be to pay Contractor for acceptable goods delivered and services rendered before the termination date."

Grantee hereby waives any rights to assert an impairment of contract claim against the Department or the State of New Mexico in the event of Early Termination of this Agreement by the Department.

XVII. COMPLIANCE WITH UNIFORM FUNDING CRITERIA.

A. Throughout the term of this Agreement, Grantee shall:

1. submit all reports of annual audits and agreed upon procedures required by Section 12-6-3(A)-(B) NMSA 1978 by the due dates established in 2.2.2 NMAC, reports of which must be a public record pursuant to Section 12-6-5(A) NMSA 1978 within forty-five days of delivery to the State Auditor;
2. have a duly adopted budget for the current fiscal year approved by its budgetary oversight agency (if any);
3. timely submit all required financial reports to its budgetary oversight agency (if any); and
4. have adequate accounting methods and procedures to expend grant funds in accordance with applicable law and account for and safeguard grant funds and assets acquired by grant funds.

B. In the event Grantee fails to comply with the requirements of Paragraph A of this Article XVII, the Department may take one or more of the following actions:

1. suspend new or further obligations pursuant to Article VI(A) of this Agreement;
2. require the Grantee to develop and implement a written corrective action plan pursuant to Article VI(D) of this Agreement to remedy the non-compliance;
3. impose special grant conditions to address the non-compliance by giving the Grantee notice of such special conditions in accordance with Article III of this Agreement; the special conditions shall be binding and effective on the date that notice is deemed to have been given pursuant to Article III; or
4. terminate this Agreement pursuant to Article V(A) of this Agreement.

ARTICLE XVIII. SEVERANCE TAX BOND AND GENERAL OBLIGATION BOND PROJECT CLAUSES

A. Grantee acknowledges and agrees that the underlying appropriation for the Project is a severance tax bond or general obligation bond appropriation, and that the associated bond proceeds are administered by the New Mexico State Board of Finance (SBOF), an entity separate and distinct from the Department. Grantee acknowledges and agrees that (i) it is Grantee's sole and absolute responsibility to determine through SBOF staff what (if any) conditions are currently imposed on the Project; (ii) the Department's failure to inform Grantee of a SBOF imposed condition does not affect the validity or enforceability of the condition; (iii) the

SBOF may in the future impose further or different conditions upon the Project; (iv) all SBOF conditions are effective without amendment of this Agreement; (v) all applicable SBOF conditions must be satisfied before the SBOF will release to the Department funds subject to the condition(s); and (vi) the Department's obligation to reimburse Grantee from the Project is contingent upon the then current SBOF conditions being satisfied.

B. Grantee acknowledges and agrees that the SBOF may in its sole and absolute discretion remove a project's assigned bond proceeds if the project doesn't proceed sufficiently. Entities must comply with the requirement to encumber five percent (5%) of Project funds within six months of bond issuance as certified by the grantee in the Bond Questionnaire and Certification documents submitted to the SBOF. Failure to comply may result in the bond proceeds reassignment to a new ready project. If this should occur this grant agreement will be suspended until the entity has demonstrated readiness as determined by the SBOF and the Department.

C. Grantee acknowledges and agrees that this Agreement is subject to the SBOF's Bond Project Disbursements rule, NMAC 2.61.6, as may be amended or re-codified. The rule provides definitions and interpretations of grant language for the purpose of determining whether a particular activity is allowable under the authorizing language of the agreement.

[THIS SPACE LEFT BLANK INTENTIONALLY]

IN WITNESS WHEREOF, the parties have duly executed this Agreement as of the date of execution by the Department.

GRANTEE

_____
Signature of Official with Authority to Bind Grantee

_____
Entity Name

By: _____
(Type or Print Name)

Its: _____
(Type or Print Title)

_____
Date

DEPARTMENT OF TRANSPORTATION

_____
By:

Its: Cabinet Secretary or Designee

_____
Date

REVIEWED AND APPROVED AS TO FORM AND LEGAL SUFFICIENCY BY THE DEPARTMENT'S OFFICE OF GENERAL COUNSEL

_____
By: Aaron Frankland or Designee

Its: Deputy General Counsel

_____
Date

CITY OF SANTA FE:

SEE PAGE 13 OF AGREEMENT

_____

ALAN WEBBER, MAYOR

DATE:_____

ATTEST:

_____

GERALYN CARDENAS, INTERIM CITY CLERK

CITY ATTORNEY'S OFFICE:

Marcos Martinez

Marcos Martinez (Nov 5, 2024 13:35 MST)

_____

SENIOR ASSISTANT CITY ATTORNEY

APPROVED FOR FINANCES:

Emily K. Oster

_____

EMILY OSTER, FINANCE DIRECTOR

STATE OF NEW MEXICO
CAPITAL GRANT PROJECT
Request for Payment Form
Exhibit 1

I.	**Grantee Information**		**II.**	**Payment Computation**	
	(Make sure information is complete & accurate)		A.	Payment Request No.	
A.	Grantee:		B.	Grant Amount:	
B.	Address:		C.	AIPP Amount *(If Applicable)*:	
	(Complete Mailing, including Suite, if applicable)		D.	Funds Requested to Date:	
			E.	Amount Requested this Payment:	
			F.	Reversion Amount (*If Applicable*):	
	City State Zip		G.	Grant Balance:	
C.	Phone No:		H.	☐ GF ☐ GOB ☐ STB (*attach wire if first draw*)	
D.	Grant No:		I.	☐ Final Request for Payment (*if Applicable*)	
E.	Project Title:				
F.	Grant Expiration Date:				

III. **Fiscal Year :** _____

(The State of NM Fiscal Year is July 1, 20XX through June 30, 20XX of the following year)

IV. ☐ **Reporting Certification:** I hereby certify to the best of my knowledge and belief, that database reporting is up to date; to include the accuracy of expenditures and grant balance, project status, project phase, achievements and milestones; and in compliance with Article VIII of the Capital Outlay Grant Agreement.

V. ☐ **Compliance Certification:** Under penalty of law, I hereby certify to the best of my knowledge and belief, the above information is correct; expenditures are properly documented, and are valid expenditures or actual receipts; and that the grant activity is in full compliance with Article IX, Sec. 14 of the New Mexico Constitution known as the "anti donation" clause.

Grantee Fiscal Officer or **Fiscal Agent** (*if applicable*)	**Grantee Representative**
Printed Name	Printed Name
Date:	Date:

(State Agency Use Only)

Vendor Code: _____ **Fund No.:** _____ **Loc No.:** _____

I certify that the State Agency financial and vendor file information agree with the above submitted information.

Division Fiscal Officer	Date	Division Project Manager	Date

NOTICE OF OBLIGATION TO REIMBURSE GRANTEE
EXHIBIT 2

Notice of Obligation to Reimburse Grantee [# 1]

DATE: [_____]

TO: Department Representative: [_____,_____]
FROM: Grantee: [_____]
Grantee Official Representative: [_____]

SUBJECT: Notice of Obligation to Reimburse Grantee
Grant Number: [_____]
Grant Termination Date: [_____]

As the designated representative of the Department for Grant Agreement number [_____] entered into between Grantee and the Department, I certify that the Grantee has submitted to the Department the following third party obligation executed, in writing, by the third party's authorized representative:

Vendor or Contractor: [_____]
Third Party Obligation Amount: [_____]

Vendor or Contractor: [_____]
Third Party Obligation Amount: [_____]

Vendor or Contractor: [_____]
Third Party Obligation Amount: [_____]

I certify that the State is issuing this Notice of Obligation to Reimburse Grantee for permissible purposes within the scope of the project description, subject to all the terms and conditions of the above referenced Grant Agreement.

Grant Amount (Minus AIPP if applicable): [_____]
The Amount of this Notice of Obligation: [_____]
The Total Amount of all Previously Issued Notices of Obligation: [_____]
The Total Amount of all Notices of Obligation to Date: [_____]
Note: Contract amounts may exceed the total grant amount, but the invoices paid by the grant will not exceed the grant amount.

Department Rep. Approver: [_____]
Title: [_____]
Signature: [_____]
Date: [_____]

1 Administrative and/or Indirect Cost – generally, the legislation authorizing the issuance of bonds prohibits the use of its proceeds for indirect expenses (e.g. penalty fees or damages other than pay for work performed, attorney fees, and administrative fees). Such use of bond proceeds shall not be allowed unless specifically authorized by statute.

NMDOT ATTACHMENT A

The City of Santa Fe shall agree to comply with the following Provisions:

1. Assume the lead role for the Project.
2. Be responsible for all applicable design, environmental and archaeological clearances, and right-of-way acquisition, in accordance with current local, state, federal laws, Uniform Relocation Act, and current design practices and specifications.
3. Be responsible for project development, project construction, construction management, and testing.
4. Utilize the Project Control Number in all correspondence and submittals to the Department.
5. Adopt a written resolution of support for the Project, including as applicable an assumption of ownership, liability, and maintenance responsibility for the scope, or related amenities and required funding to support the Project.
6. Complete the Project using current American Public Works Association (APWA) specifications, implemented Grantee's design standards and specifications, or Department specifications.
7. Use Rental Rate Blue Book rates, if not provided in the Department established equipment rates, in the implementation of this Project. Any equipment rates not found in the Department established rates shall be reimbursed at the Blue Book rates.

The City of Santa Fe shall agree to comply with the following Lighting and Signal Provisions as applicable:

1. After subject signal system(s) has/have been constructed, make provisions for and provide, at its own expense, all electrical energy, routine maintenance such as lamp replacement, emergency shutdown in case of accidental damage or equipment failure and make any repairs necessary due to accidental damage to, or equipment failure of, the signal head and poles.
2. In the event that accidental damage or equipment failure should occur, provide for equipment shut down/or emergency traffic control as needed. In addition, should the accidental damage or equipment failure involve the Controller (and cabinet) or the loop detection system, promptly notify the Traffic Technical Support Bureau of the Department.
3. In the event that the traffic signal should be rendered completely inoperable as a result of accidental damage, secure the intersection with stop signs at all approach legs until such time as the traffic signal is made operable.
4. Make ample future provisions in its budget each year for the cost of maintaining and providing energy to the traffic signals and telephone service to the signal system and intersection lighting.
5. At its own expense, maintain the signal controller and control equipment (the "Controller") including and maintenance of the machine vision vehicle detection system with cameras and emergency vehicle pre-empt system and repair or replace the Controller in the event the Controller and/or cabinet is damaged or there is an equipment failure.
6. After the installation of the roadway lighting system, if any, provide any and all utilities, maintenance, and such other items as may be necessary of continued satisfactory operation of said subject lighting system.
7. Make all timing adjustments to the Signal Control equipment and review the Signal System(s) for efficient and satisfactory operation.
8. Obtain approval from the Department for all signal equipment prior to installation.
9. Require the construction contractor to name the Department and the Grantee as an additional insured in the construction contractor's general liability policy.
10. Enter into a Signalization and Lighting Agreement with the Department's Traffic Technical Support Bureau as required.

Log # *{Finance use only}*:	
Journal # *{Finance use only}*:	

City of Santa Fe, New Mexico
BUDGET AMENDMENT RESOLUTION (BAR)

DEPARTMENT / DIVISION NAME	DATE
Public Works/Engineering Division	3/31/2025

ITEM DESCRIPTION	ORG	OBJECT	PROJECT	INCREASE	DECREASE
EXPENDITURES				*{enter as positive #}*	*{enter as negative #}*
WIP Design	3309980	572960	PWD2533016	100,000	
REVENUES				*{enter as negative #}*	*{enter as positive #}*
NMDOT - C5243321: St Mike's Rail Trail Ped Underpass	3309980	490150	PWD2533016	(100,000)	
				$ -	$ -

JUSTIFICATION: *(use additional page if needed)*
--Attach supporting documentation/memo

Capital Appropriation Project Agreement with NM DOT via DFA for planning, design & construction of St. Michael's Dr Rail Trail Underpass Project (I3321/C5243321 expires 06/30/2028)

{Complete section below if BAR results in a net change to ANY Fund}	
Fund(s) Affected	Fund Balance Increase/(Decrease)
TOTAL:	**0**

{Use this form for Finance Committee/ City Council agenda items ONLY}

CITY COUNCIL APPROVAL

City Council Approval Date

Agenda Item #:

De Alva Calabaza — 3/31/2025
Prepared By *{print name}* — Date

Division Director Signature — Date

Regina Wheeler
Regina Wheeler (Apr 3, 2025 10:35 MDT)
Department Director Signature — Date

Andy Hopkins
Budget Officer — Date

Finance Director *{≤ $5,000}* — Date

City Manager *{≤ $60,000}* — Date

City of Santa Fe New Mexico

Finance Department

Project Ledger Request Form

Date of Request: 08/13/2024

Project Title: St. Michael's Rail Trail Ped Underpass Xing

Project Type: ☑ CIP ☑ Grant ☐ Internal Tracking

Project ID: PWD2533016
Grant ID: S2514
Approved By: MB 08/15/24
Entered By: SS 8/14 (Finance Use Only)

Department: Public Works Project Manager: Romella Glorioso-Moss Ext: 505-629-7846

Project Date Range: 08/13/2024 to 6/30/2028 ☑ Create Fixed Asset

---

☑ Multi-Funding (complete all funding sources, should equal 100%)

Funding Source: NM DOT C5243321 via DFA I3321 % of Funding: 100

MUNIS ORG: 3309980 MUNIS OBJ: 490150 Awarded Amount: $100,000

Funding Source: _____ % of Funding: _____

MUNIS ORG: _____ MUNIS OBJ: _____ Awarded Amount: _____

Expense String Phase:

A project must have at least one phase identified, this can be used as an additional level of tracking, for example, CIP - Design, Construction, etc. For Grants can be used as reimbursable types, such as transportation, salaries.

(You can create more than one phase and you can default MUNIS ORGs and OBJs, optional)

Phase: WIP Land MUNIS ORG: 3309980 MUNIS OBJ: 572940

Phase: WIP Design MUNIS ORG: 3309980 MUNIS OBJ: 572960

Phase: WIP Construction MUNIS ORG: 3309980 MUNIS OBJ: 572970

Contract number: _____ Comments/Other: _____

GRANTS ONLY:

Grantor Name: NMDOT CAP C5243321 Awarded Amount: 100,000.00

AR Charge Code: 3309980.490150 ☐ Grant funds multiple projects (Complete a form for each project)

Grantor Id: 70000 Federal CFDA (if applicable): N/A

(If grants please provide all grant award documents with form) ☑ Attached Grant Documentation

CITY OF SANTA FE

Date: April 8, 2025

To: Governing Body

Via: Regina Wheeler, Public Works Department Director Regina Wheeler
Regina Wheeler (Apr 8, 2025 09:30 MDT)

From: Romella Glorioso-Moss, PhD, CPM, Complete Streets Capital Projects Manager RGM

ITEM AND ISSUE:

Request for Approval of a Transportation Project Fund Grant Agreement with the New Mexico Department of Transportation (NMDOT) in the Total Amount of $2.3M to Construct the Buckman Road Pavement Reconstruction Project Identified as HW2LP50060 Through June 30, 2027; (Romella Glorioso-Moss, Complete Streets Capital Projects Manager, rsglorioso-moss@santafenm.gov).

1. Request Approval of a Budget Amendment Resolution (BAR) to Allocate Grant Proceeds of $2,185,000 and Local Matching Funds of $115,000 from Impact Fee Road Fund to FY 2025 Revenue and Expenses for the Construction of the Buckman Road Pavement Reconstruction Project.

BACKGROUND AND SUMMARY:

The Bicycling and Pedestrian Advisory Committee (BPAC) has requested the repavement of Buckman Road since 2020, and has been a priority project included in BPAC's Strategic Plan FY2023-2033 since its inception. Design funding was secured in 2022 via the Local Government Road Fund – a State funded program. Subsequently, construction funding for $2.3M was requested and obtained via FY2024/2025 Transportation Project Fund Program. Please see attached grant agreement.

The project will reconstruct Buckman Road pavement for approximately 1.1 miles and mill and overlay for 0.6 miles. The width of the road will remain at 22' wide. The shoulders will be racked to match the asphalt.

The engineering design was reviewed and accepted by City Staff, Santa Fe Metropolitan Planning Organization and BPAC last November. Construction could start as soon as the funding becomes available.

PRIOR APPROVALS AND SUPPORTING INFORMATION:

FUNDING SOURCE: NM Department of Transportation HW2LP50060

Fund Name/Number: CIP Streets - 330

Munis Org Name/Number: CIP - 3309980

Munis Object Name/Number: WIP Construction – 572970

Munis Revenue Object Name / Number: NMDOT – 490150

Project Ledger Number: PWD2533036

Budget Officer / Designee: Andy Hopkins **Date:** 04/09/2025

Budget Officer Comment/Exceptions: _____

ASSOCIATED APPROVALS:

IT Components included? ☐ Yes | ☒ No

Approval: _____ **Title:** _____ **Date:** _____

Comment/Exceptions: _____

Vehicles included? ☐ Yes | ☒ No

Approval: _____ **Title:** _____ **Date:** _____

Comment/Exceptions: _____

Construction to City Facilities, Furniture, and/or Fixtures included? ☐ Yes | ☒ No

Approval: _____ **Title:** _____ **Date:** _____

Comment/Exceptions: _____

Is this an externally funded purchase? ☒ Yes | ☐ No

If yes, what is the issuing agency: _____

Approval: _____ **Title:** _____ **Date:** _____

Comment/Exceptions: _____

Is this a Capital Asset or Project? ☒ Yes | ☐ No

Project Ledger Number: PWD2533036

Approval: _____ **Title:** _____ **Date:** _____

Comment/Exceptions: _____

Department Contract Administrator Contact Info: Amanda Archuleta, ajarchuleta@santafenm.gov

ATTACHMENTS:

NMDOT Grant Agreement HW2LP50060
BAR
Project Ledger Request

Contract No. _____
Vendor No. 0000054360
Control No. HW2LP50060

TRANSPORTATION PROJECT FUND
GRANT AGREEMENT

This Agreement is between the **New Mexico Department of Transportation** (Department) and **City of Santa Fe** (Public Entity). This Agreement is effective as of the date of the last party to sign it on the signature page below.

Pursuant to NMSA 1978, Sections 67-3-28 and 67-3-78 and 18.27.6 NMAC, the parties agree as follows:

1. Purpose.
The purpose of this Agreement is to provide Transportation Project Funds (TPF) to the Public Entity for the following project scope **Buckman Road Reconstruction-Pavement reconstruction of Buckman Road for approximately 1.1 miles and mill and overlay for 0.6 miles. The road will be brought up to current standards. The width of the road will remain at 22' wide. The shoulders will be racked to match the asphalt.** (Project or CN LP50060). This Agreement specifies and delineates the rights and duties of the parties.

2. Project Funding.
a. The estimated total cost for the Project is Two Million Three Hundred Thousand Dollars and No Cents **($2,300,000.00)** to be funded in proportional share by the parties as follows:

Project Funding	Department Share	Public Entity Share	Total Cost
Funding Source 1	**95%**	**5%**	
FY 2025 Transportation Project Fund **For the purpose stated above in Section 1.**	**$2,185,000.00**	**$115,000.00**	**$2,300,000.00**
Total Transportation Project Funds			**$2,300,000.00**

b. The Public Entity is responsible for all costs that exceed Project funding.
c. All allocated funds must be spent by **June 30, 2027**.
d. The Public Entity represents that no federal funds will be used to finance the Project.
e. The Public Entity must repay Project funding to the Department if:
   1. The Project is cancelled or partially performed.

2. A final audit conducted by the Department at Project completion determines the following: an overpayment, unexpended monies or ineligible expenses.

3. The Department:

a. Shall distribute the funds, identified in Section 2a1, in a lump sum to the Public Entity after:
   1. The Department has received this Agreement fully executed with a Resolution of Sponsorship attached as Exhibit B.
   2. Receipt of a letter requesting funds, which includes the following Project documents: Notice of Award/Work Order and Notice to Proceed for the Project.
   3. If a Department's or another entity's right-of-way is involved, a permit or letter of approval/authorization, from the entity with jurisdiction over the Project right-of-way.

b. Will not:
   1. Perform any detailed technical reviews of Project scope, cost, budget, schedule, design or other related documents;
   2. Have any involvement in the construction phase;
   3. Be involved in permit preparation or the review or coordination with regulatory agencies.
   4. Conduct periodic assurance inspections or comparison material testing.
   5. Participate in resolving bidding and contract disputes between the Public Entity and contractors.

c. May perform Project monitoring that might consist of the following:
   1. Review of Project status to ensure that project goals, objectives, performance requirements, timelines, milestone completion budgets and other guidelines are being met.
   2. Request written Project status reports.
   3. Conduct a review of the Local Entity's performance and administration of the Project funds identified in Section 2a.

d. Reserves the right, upon receipt of the Public Entity's Certification of Completion, Exhibit A, to request additional documents that demonstrate Project completion.

e. If required, the District Engineer or designee, will conduct a Project review to determine if permit is required from the Department. If there is a determination that a permit is not required, a letter of approval and authorization will be forwarded to the Public Entity.

4. The Public Entity Shall:

a. Act in the capacity of lead agency for the purpose as described in Section 1.

b. Procure and award any contract in accordance with applicable procurement law, rules, regulations and ordinances.

c. Be responsible for all design activities necessary to advance the Project to construction and coordinate construction.

d. Unless otherwise specified in a letter of authorization or permit, design and construct the Project in accordance with the Public Entity's established design standards.

e. Have sole responsibility and control of all project phases and resulting quality of the completed work.

f. If the Project is in full or on a portion of a state highway, on a Department right of way or a National Highway System route:

1. Obtain from the Department a permit in accordance with 18.31.6.14 NMAC, State Highway Access Management Requirements or a letter of authorization; and
2. Design and construct the Project in accordance with standards established by the Department.

g. Adopt a written resolution of Project support that includes a commitment to funding, ownership, liability and maintenance. The resolution is attached to this Agreement as Exhibit B.
h. Consider placing pedestrian, bicycle and equestrian facilities in the Project design in accordance with NMSA 1978, Section 67-3-62.
i. Comply with any and all state, local and federal regulations including the Americans with Disabilities Act (ADA) and laws regarding noise ordinances, air quality, surface water quality, ground water quality, threatened and endangered species, hazardous materials, historic and cultural properties, and cultural resources.
j. Be responsible for all permit preparation, review and coordination with regulatory agencies.
k. Cause all designs, plans, specifications and estimates to be performed under the direct supervision of a Registered New Mexico Professional Engineer, in accordance with NMSA 1978 Section 61-23-26.
l. Allow the Department to perform a final inspection of the Project and all related documentation to determine if the Project was constructed in accordance with the provisions of this Agreement. At the Department's request, provide additional documentation to demonstrate completion of the required terms and conditions.
m. Meet with the Department, as needed, or provide Project status reports within thirty (30) days of request.
n. Within 60 days after Project completion, provide the Certification of Completion, which is attached as Exhibit A, that it has complied with the requirements of 18.27.6 NMAC and this Agreement.
o. Upon completion, maintain all the Public Entity's facilities constructed or reconstructed under this Agreement.

5. Both Parties Agree:

a. Upon termination of this Agreement any remaining property, materials, or equipment belonging to the Department will be accounted for and disposed of by the Public Entity as directed by the Department.
b. Unless otherwise indicated in a letter of authorization, the Project will not be incorporated into the State Highway System and the Department is not assuming maintenance responsibility or liability.
c. Pursuant to NMSA 1978, Section 67-3-78, Transportation Project Funds granted under this provision cannot be used by the Public Entity to meet a required match under any other program.
d. The requirements of 18.27.6 NMAC are incorporated by reference.
e. The inability to properly complete and administer the Project may result in the Public Entity being denied future grant funding.

6. Term.

This Agreement becomes effective upon signature of all parties. The effective date is the date when the last party signed the Agreement on the signature page below. This Agreement terminates on the earliest of the following dates: (a) Department receipt of the Certification of Completion or (b) **June 30, 2027**. In the event an extension to the term is needed, the Public Entity shall provide written notice along with detailed justification to the Department sixty (60) days prior to the expiration date to ensure timely processing of an Amendment. Neither party shall have any obligation after said date except as stated in Sections 2e, 4l, 4n and 7.

7. Termination.
If the Public Entity fails to comply with any provision of this Agreement, the Department may terminate this Agreement by providing thirty (30) days written notice. This Agreement may also be terminated pursuant to Section 15. Neither party has any obligation after termination, except as stated in Sections 2e, 4l, 4n and 7.

8. Third Party Beneficiary.
It is not intended by any of the provisions of any part of this Agreement to create in the public or any member of the public a third party beneficiary or to authorize anyone not a party to the Agreement to maintain a suit(s) for wrongful death(s), bodily and/or personal injury(ies) to person(s), damage(s) to property(ies), and/or any other claim(s) whatsoever pursuant to the provisions of this Agreement.

9. New Mexico Tort Claims Act.
As between the Department and Public Entity, neither party shall be responsible for liability incurred as a result of the other party's acts or omissions in connection with this Agreement. Any liability incurred in connection with this Agreement is subject to the immunities and limitations of the New Mexico Tort Claims Act, NMSA 1978, Section 41-4-1, *et seq*.

10. Contractors Insurance Requirements.
The Public Entity shall require contractors and subcontractors hired for the Project to have a general liability insurance policy, with limits of liability of at least $1,000,000 per occurrence. The Department is to be named as an additional insured on the contractors and subcontractor's policy and a certificate of insurance must be provided to the Department and it must state that coverage provided under the policy is primary over any other valid insurance.

To the fullest extent permitted by law, the Public Entity shall require the contractor and subcontractors to defend, indemnify and hold harmless the Department from and against any liability, claims, damages, losses or expenses (including but not limited to attorney's fees, court costs, and the cost of appellate proceedings) arising out of or resulting from the negligence, act, error, or omission of the contractor and subcontractor in the performance of the Project, or anyone directly or indirectly employed by the contractor or anyone for whose acts they are liable in the performance of the Project.

11. Scope of Agreement.
This Agreement incorporates all the agreements, covenants, and understandings between the parties concerning the subject matter. All such covenants, agreements, and understandings have been merged into this written Agreement. No prior Agreement or understandings, verbal or

otherwise, of the parties or their agents will be valid or enforceable unless embodied in this Agreement.

12. Terms of this Agreement.
The terms of this Agreement are lawful; performance of all duties and obligations must conform with and not contravene any state, local, or federal statutes, regulations, rules, or ordinances.

13. Legal Compliance.
The Public Entity shall comply with all applicable federal, state, local, and Department laws, regulations and policies in the performance of this Agreement, including, but not limited to laws governing civil right, equal opportunity compliance, environmental issue, workplace safety, employer-employee relations and all other laws governing operations of the workplace. The Public Entity shall include the requirements of this Section 13 in each contract and subcontract at all tiers.

14. Equal Opportunity Compliance.
The parties agree to abide by all federal and state laws and rules and regulations, and executive orders of the Governor of the State of New Mexico, pertaining to equal employment opportunity. In accordance with all such laws and rules and regulations, and executive orders of the Governor of the State of New Mexico, the parties agree to assure that no person in the United States will, on the grounds of race, color, national origin, ancestry, sex, sexual preference, age or handicap, be excluded from employment with, or participation in, any program or activity performed under this Agreement. If the parties are found to not be in compliance with these requirements during the term of this Agreement, the parties agree to take appropriate steps to correct these deficiencies.

15. Appropriations and Authorizations.
The terms of this Agreement are contingent upon sufficient appropriations and authorizations being made by the governing board of the Public Entity, the Legislature of New Mexico for performance of the Agreement. If sufficient appropriations and authorizations are not made by the Public Entity and the Legislature this Agreement will terminate upon written notice being given by one party to the other. The Department and Public Entity are expressly not committed to expenditure of any funds until such time as they are programmed, budgeted, encumbered, and approved for expenditure.

16. Accountability of Receipts and Disbursements.
There shall be strict accountability for all receipts and disbursements relating to this Agreement. The Public Entity shall maintain all records and documents relative to the Project for a minimum of five (5) years after completion of the Project. The Public Entity shall furnish the Department and State Auditor, upon demand, any and all such records relevant to this Agreement. If an audit finding determines that specific funding was inappropriate or not related to the Project, the Public Entity shall reimburse that portion to the Department within thirty (30) days of written notification. If documentation is insufficient to support an audit by customarily accepted accounting practices, the expense supported by such insufficient documentation must be reimbursed to the Department within thirty (30) days.

17. Severability.
In the event that any portion of this Agreement is determined to be void, unconstitutional or otherwise unenforceable, the remainder of this Agreement will remain in full force and effect.

18. Applicable Law.
The laws of the State of New Mexico shall govern this Agreement, without giving effect to its choice of law provisions. Venue is proper in a New Mexico Court of competent jurisdiction in accordance with NMSA 1978, Section 38-3-1(G).

19. Amendment.
This Agreement may be amended by an instrument in writing executed by the parties.

The remainder of this page is intentionally left blank.

In witness whereof, each party is signing this Agreement on the date stated opposite that party's signature.

NEW MEXICO DEPARTMENT OF TRANSPORTATION

By:_____ Date: _____
Cabinet Secretary or Designee

Approved as to form and legal sufficiency by the New Mexico Department of Transportation's Office of General Counsel

By:_____ Date: _____
Assistant General Counsel

City of Santa Fe

By:_____ Date: _____
Alan Webber, City Mayor

Attest

By:_____ Date: _____
Geralyn Cardenas, Interim City Clerk

Approved as to form and legal sufficiency

By: Marcos Martinez Date: Oct 10, 2024
Marcos Martinez (Oct 10, 2024 11:16 MDT)
Marcos Martinez, Senior Assistant City Attorney

Approved for finances

By: Emily K. Oster Date: 04/10/2025
Emily Oster, Finance Director

EXHIBIT A

CERTIFICATION OF PROJECT COMPLETION

Public Entity:

Control No. LP50060

I, _____, in my capacity as _____ of _____ certify in regard to Control No. **LP50060**:

1. That the Public Entity has complied with the terms and conditions of the requirements under this Agreement and 18.27.6 NMAC.
2. That all work in was performed in accordance with the Agreement.
3. That the total Project cost of _____, with New Mexico Department of Transportation 95% share of _____ and the Public Entity share of _____ is accurate, legitimate, and appropriate for the Project.
4. That the Project was completed on _____ of _____, 20_____

In Witness Whereof, _____ in his/her capacity as_____ of _____ certify that the matters stated above are true to his/her knowledge and belief.

City of Santa Fe

By:_____ Date: _____

Title: _____ Date: _____

ATTEST:

By:_____ Date: _____

Public Entity Clerk

When completed, send Certification of Project Completion to the District Coordinator, New Mexico Department of Transportation.

EXHIBIT B

RESOLUTION

City of Santa Fe

PARTICIPATION IN TRANSPORTATION PROJECT FUND PROGRAM ADMINISTERED BY NEW MEXICO DEPARTMENT OF TRANSPORTATION

WHEREAS, the **City of Santa Fe** and the New Mexico Department of Transportation have entered into a grant agreement under the Transportation Fund Program for a local road project.

WHEREAS, the total cost of the project will be $2,300,000 to be funded in proportional share by the parties hereto as follows:

a. New Mexico Department of Transportation's share shall be 95% or $2,185,000.00

and

b. **City of Santa Fe**'s proportional matching share shall be 5% or $115,000.00

TOTAL PROJECT COST IS $2,300,000.00

The **City of Santa Fe** shall pay all costs, which exceed the total amount of $2,300,000.00**.**

Now therefore, be it resolved in official session that **City of Santa Fe** determines, resolves, and orders as follows:

That the project for this Cooperative agreement is adopted and has a priority standing.

The agreement terminates on June 30, 2027 and the **City of Santa Fe** incorporates all the agreements, covenants, and understandings between the parties hereto concerning the subject matter hereof, and all such covenants, agreements and understandings have been merged into the written agreement.

Now therefore, be it resolved by the **City of Santa Fe** to enter into Cooperative Agreement for Project Control Number **LP50060** with the New Mexico Department of Transportation for the TPF Program for year 2025 for Buckman Road Reconstruction-Pavement reconstruction of Buckman Road for approximately 1.1 miles and mill and overlay for 0.6 miles. The road will be brought up to current standards. The width of the road will remain at 22' wide. The shoulders will be racked to match the asphalt.- within the control of the **City of Santa Fe** in New Mexico.

(Appropriate Signatures below (Council, Commission, School Board, Tribe, Pueblo, Nation, etc.)

_____ _____

(PRINTED NAME, POSITION) DATE

_____ _____

(PRINTED NAME, POSITION) DATE

Log # *{Finance use only}*:	
Journal # *{Finance use only}*:	

City of Santa Fe, New Mexico
BUDGET AMENDMENT RESOLUTION (BAR)

DEPARTMENT / DIVISION NAME	DATE
Public Works Department / Streets/Roadways CIP	4/3/2025

ITEM DESCRIPTION	ORG	OBJECT	PROJECT	INCREASE	DECREASE
EXPENDITURES				*{enter as positive #}*	*{enter as negative #}*
WIP CONSTRUCTION - BUCKMAN RD	3309980	572970	PWD2533036	2,300,000	
CAPITAL TRANSFER TO 330 (STREETS/ROADWAY CIP)	2320471	760330		115,000	
REVENUES				*{enter as negative #}*	*{enter as positive #}*
NM DOT - BUCKMAN RD LP50060	3309980	490150	PWD2533036	(2,185,000)	
CAPITAL TRANSFER IN FROM ROAD IMPACT FEES	3309980	660232	PWD2533036	(115,000)	
				$ 115,000	$ -

JUSTIFICATION: *(use additional page if needed)*
--Attach supporting documentation/memo

ALLOCATE NM DOT FUNDING FOR BUCKMAN ROAD PAVEMENT RECONSTRUCTION IN THE AMOUNT OF $2,185,000

AND A LOCAL MATCH FROM ROAD IMPACT FEES IN THE AMOUNT OF $115,000 (RESOLUTION TABLE 80 IFICIP)

(EXPIRES JUNE 30, 2027)

{Complete section below if BAR results in a net change to ANY Fund}

Fund(s) Affected	Fund Balance Increase/(Decrease)
232	(115,000)
TOTAL:	

De Alva Calabaza — 4/3/2025
Prepared By *{print name}* — Date

{Use this form for Finance Committee/ City Council agenda items ONLY}

CITY COUNCIL APPROVAL

City Council Approval Date

Agenda Item #:

Andy Hopkins
Budget Officer: Andy J. Hopkins — Date

Division Director Signature *{optional}* — Date

Finance Director *{≤ $5,000}* — Date

Regina Wheeler
Regina Wheeler (Apr 8, 2025 09:30 MDT)
Department Director Signature: Regina A. Wheeler — Date

City Manager *{≤ $60,000}* — Date

CITY OF SANTA FE

The Purchasing Memo

Date: March 26, 2025

To: Governing Body, Finance Committee, and Public Works & Utilities Committee

From: Sebastian Gallegos, Project Administrator SFG

Via: James Harris, Airport Director JH

Subject: Santa Fe Regional Airport's Swamp Cooler Conversion to Refrigerated Air

Vendor Name: TLC Santa Fe LLC.

Munis Vendor Number: 10954

ITEM AND ISSUE:

The Santa Fe Regional Airport respectfully requests your review and approval of a construction contract in the total amount of $404,288.03 not to exceed for replacement of six (6) existing air handlers with Heil/ICP refrigerated air units for a term of six (6) Months with TLC Santa Fe LLC.

CONTRACT NUMBER:

The FY25 Munis contract number is 3250480

BACKGROUND AND SUMMARY:

The Santa Fe Regional Airport is completing a Terminal expansion project. Last summer/fall the existing Heating, Ventilating, and Air Conditioning (HVAC) unit failed to control the temperature in the building. The Evaporated air coolers not only could not manage the temperature they also added a large amount of humidity to the building, this led to a mass amount of complaints by workers and customers. The existing HVAC system will need to be converted to refrigerated air-cooling units, TLC Company Inc. will be providing and installing a range of ICP/Heil units that complies with the Environmental Protection Agency (EPA) refrigerant specifications for commercial units. This project will be paid for utilizing funds from Airport Operations.

PRIOR APPROVALS AND SUPPORTING INFORMATION:

FUNDING SOURCE:

Fund Name/Number: Airport CIP

Munis Org Name/Number: 5450407

Munis Object Name/Number: 572970

Budget Officer / Designee:_____ **Date:**_____

Budget Officer Comment/Exceptions: _____

PROCUREMENT METHOD:

The procurement method used was NMSA 1978, Section 13-1-129, Statewide Price Agreement SWPA 30-00000-23-00084 expires on 7/4/25.

Chief Procurement Officer (CPO) / Designee:_____ **Date:**_____

CPO Comment/Exceptions: _____

ASSOCIATED APPROVALS:

IT Components included? ☐ Yes | ☒ No

Approval: _____ **Title:** _____ **Date:**_____

Comment/Exceptions: _____

Vehicles included? ☐ Yes | ☒ No

Approval: _____ **Title:** _____ **Date:** _____

Comment/Exceptions: _____

Construction to City Facilities, Furniture, and/or Fixtures included? ☒ Yes | ☐ No

Approval: _____ **Title:** _____ **Date:**_____

Comment/Exceptions: _____

Is this an externally funded purchase? ☒ Yes | ☒ No

If yes, what is the issuing agency: _____

Approval: _____ **Title:** _____ **Date:** _____

Comment/Exceptions:_____

Is this a Capital Asset or Project? ☒ Yes | ☐ No

Project Ledger Number: AIR2554518

Approval: _____ **Title:** _____ **Date:** _____

Comment/Exceptions: _____

ATTACHMENTS:

Procurement document: Statewide Price Agreement
Vendor's Quote
Certificate of Liability Insurance (COI)
ConstructIon Contract
Performance Bond

DocuSign Envelope ID: 502ABA98-7835-4E98-ABAE-7DE071C16230

State of New Mexico
General Services Department
Purchasing Division

Statewide Price Agreement Amendment

Awarded Vendor:
25 Vendors

Number: **30-00000-23-00084**

Amendment No.: **Three**

Term: **July 5, 2023 - July 4, 2025**

Ship To:
All State of New Mexico agencies, commissions, institutions, political subdivisions and local public bodies allowed by law.

Invoice:
As Requested

MJ

Procurement Specialist: **Mikayla Trujillo**

Telephone No.: **(505) 469-1092**

Email: **Mikayla.Trujillo@gsd.nm.gov**

Title: **HVAC and Plumbing Services - Statewide**

This amendment is to be attached to the respective Price Agreement and become a part thereof.

In accordance with Price Agreement provisions, and by mutual agreement of all parties, this Price Agreement is extended from July 5, 2024 to July 4, 2025 at the same price, terms and conditions, except Vendor (AH) Comfort System USA Southwest, Inc. who chose not to extend.

See attached price increases for Vendor (AF) B & D Industries.

Except as modified by this amendment, the provisions of the Price Agreement shall remain in full force and effect.

Accepted for the State of New Mexico

Dorothy Mendonca

Date: 7/8/2024

Dorothy Mendonca
New Mexico State Purchasing Agent

DocuSign Envelope ID: 502ABA98-7835-4E98-ABAE-7DE071C16230

Vendor (AF) B & D Industries Price Increases

Item	Unit	Description	Current Rate	New Rate
001	Hour	**Journeymen/Foreman/Experienced Technician - Worker, regular hours**		
		Zone 1	$95.00	**$101.18**
		Zone 2	$95.00	**$101.18**
		Zone 3	$95.00	**$101.18**
		Zone 4	$95.00	**$101.18**
		Zone 5	$95.00	**$101.18**
		Zone 6	$95.00	**$101.18**
002	Hour	**Journeymen/Foreman/Experienced Technician - Worker, after hours**		
		Zone 1	$125.00	**$133.13**
		Zone 2	$125.00	**$133.13**
		Zone 3	$125.00	**$133.13**
		Zone 4	$125.00	**$133.13**
		Zone 5	$125.00	**$133.13**
		Zone 6	$125.00	**$133.13**
003	Hour	**Apprentice/Experienced - Worker, regular hours**		
		Zone 1	$70.00	**$74.55**
		Zone 2	$70.00	**$74.55**
		Zone 3	$70.00	**$74.55**
		Zone 4	$70.00	**$74.55**
		Zone 5	$70.00	**$74.55**
		Zone 6	$70.00	**$74.55**
004	Hour	**Apprentice/Experienced - Worker, after hours**		
		Zone 1	$90.00	**$95.86**
		Zone 2	$90.00	**$95.86**
		Zone 3	$90.00	**$95.86**
		Zone 4	$90.00	**$95.86**
		Zone 5	$90.00	**$95.86**
		Zone 6	$90.00	**$95.86**
005	Hour	**Laborer, regular hours worked**		
		Zone 1	$55.00	**$57.33**
		Zone 2	$55.00	**$57.33**
		Zone 3	$55.00	**$57.33**
		Zone 4	$55.00	**$57.33**
		Zone 5	$55.00	**$57.33**
		Zone 6	$55.00	**$57.33**
006	Hour	**Laborer, after hours worked**		
		Zone 1	$70.00	**$72.97**
		Zone 2	$70.00	**$72.97**
		Zone 3	$70.00	**$72.97**
		Zone 4	$70.00	**$72.97**
		Zone 5	$70.00	**$72.97**
		Zone 6	$70.00	**$72.97**

DocuSign Envelope ID: 502ABA98-7835-4E98-ABAE-7DE071C16230

Item	Unit	Description	Current Rate	New Rate
		Projects OVER Sixty Thousand ($60,000.00)		
007	Hour	**Journeymen/Foreman/Experienced Technician - Worker, regular hours**		
		Zone 1	$95.00	**$101.18**
		Zone 2	$95.00	**$101.18**
		Zone 3	$95.00	**$101.18**
		Zone 4	$95.00	**$101.18**
		Zone 5	$95.00	**$101.18**
		Zone 6	$95.00	**$101.18**
008	Hour	**Journeymen/Foreman/Experienced Technician - Worker, after hours**		
		Zone 1	$125.00	**$133.14**
		Zone 2	$125.00	**$133.14**
		Zone 3	$125.00	**$133.14**
		Zone 4	$125.00	**$133.14**
		Zone 5	$125.00	**$133.14**
		Zone 6	$125.00	**$133.14**
009	Hour	**Apprentice/Experienced - Worker, regular hours**		
		Zone 1	$75.00	**$79.88**
		Zone 2	$75.00	**$79.88**
		Zone 3	$75.00	**$79.88**
		Zone 4	$75.00	**$79.88**
		Zone 5	$75.00	**$79.88**
		Zone 6	$75.00	**$79.88**
010	Hour	**Apprentice/Experienced - Worker, after hours**		
		Zone 1	$95.00	**$101.18**
		Zone 2	$95.00	**$101.18**
		Zone 3	$95.00	**$101.18**
		Zone 4	$95.00	**$101.18**
		Zone 5	$95.00	**$101.18**
		Zone 6	$95.00	**$101.18**
011	Hour	**Laborer, regular hours worked**		
		Zone 1	$55.00	**$57.33**
		Zone 2	$55.00	**$57.33**
		Zone 3	$55.00	**$57.33**
		Zone 4	$55.00	**$57.33**
		Zone 5	$55.00	**$57.33**
		Zone 6	$55.00	**$57.33**
012	Hour	**Laborer, after hours worked**		
		Zone 1	$70.00	**$72.97**
		Zone 2	$70.00	**$72.97**
		Zone 3	$70.00	**$72.97**
		Zone 4	$70.00	**$72.97**

DocuSign Envelope ID: 502ABA98-7835-4E98-ABAE-7DE071C16230

Item	Unit	Description	Current Rate	New Rate
		Zone 5	$70.00	**$72.97**
		Zone 6	$70.00	**$72.97**
013	Hour	**Diagnosis, project estimates, troubleshooting**	$95.00	**$101.18**
014	%	**Percentage Off Retail For all Parts and Materials**	0%	**No Change**
015	Day	**Daily per diem rate for overnight stay as needed including dinner and breakfast per person**	$150.00	**No Change**
016	Mileage	**One way per mile cost, per vehicle**	$0.62	**No Change**

DocuSign

Certificate Of Completion

Envelope Id: 502ABA9878354E98ABAE7DE071C16230
Status: Completed
Subject: Please DocuSign: 30-00000-23-00084 HVAC and Plumbing Services A003
Source Envelope:
Document Pages: 4
Signatures: 1
Certificate Pages: 5
Initials: 2
AutoNav: Enabled
EnvelopeId Stamping: Enabled
Time Zone: (UTC-07:00) Mountain Time (US & Canada)

Envelope Originator:
Mikayla Trujillo
1100 S Saint Francis Dr
Santa Fe, NM 87502
mikayla.trujillo@gsd.nm.gov
IP Address: 164.64.62.10

Record Tracking

Status: Original
7/3/2024 2:33:50 PM
Holder: Mikayla Trujillo
mikayla.trujillo@gsd.nm.gov
Location: DocuSign

Security Appliance Status: Connected
Pool: StateLocal

Storage Appliance Status: Connected
Pool: General Services Department
Location: DocuSign

Signer Events	Signature	Timestamp
Tami Concha tami.concha@gsd.nm.gov Const. Supervisor New Mexico General Services, State Purchasing Division Security Level: Email, Account Authentication (None), Login with SSO **Electronic Record and Signature Disclosure:** Accepted: 6/28/2024 7:02:43 AM ID: a9ed2d91-f227-45ce-9f3e-898ece78fea0	 Signature Adoption: Pre-selected Style Using IP Address: 68.84.148.80	Sent: 7/3/2024 2:36:05 PM Viewed: 7/5/2024 10:24:43 AM Signed: 7/5/2024 10:30:36 AM
Mikayla Trujillo mikayla.trujillo@gsd.nm.gov Procurement Specialist II GSD/SPD Security Level: Email, Account Authentication (None) **Electronic Record and Signature Disclosure:** Not Offered via DocuSign	 Signature Adoption: Pre-selected Style Using IP Address: 164.64.62.10	Sent: 7/5/2024 10:30:37 AM Viewed: 7/8/2024 8:07:48 AM Signed: 7/8/2024 8:07:51 AM
Dorothy Mendonca dorothy.mendonca@gsd.nm.gov SPD Division Director / State Purchasing Agent General Services Department Signing Group: 35000 - State Purchasing Agent Security Level: Email, Account Authentication (None) **Electronic Record and Signature Disclosure:** Accepted: 4/14/2023 7:24:59 AM ID: 51f6380f-50f7-4227-afb5-572b373dfb7c	 Signature Adoption: Pre-selected Style Using IP Address: 164.64.62.10	Sent: 7/8/2024 8:07:54 AM Viewed: 7/8/2024 9:08:12 AM Signed: 7/8/2024 9:08:16 AM

In Person Signer Events	Signature	Timestamp

Editor Delivery Events	Status	Timestamp

Agent Delivery Events	Status	Timestamp

Intermediary Delivery Events	Status	Timestamp

Certified Delivery Events	Status	Timestamp

Carbon Copy Events	Status	Timestamp

Witness Events	Signature	Timestamp

Notary Events	Signature	Timestamp

Envelope Summary Events	Status	Timestamps
Envelope Sent	Hashed/Encrypted	7/3/2024 2:36:05 PM
Certified Delivered	Security Checked	7/8/2024 9:08:12 AM
Signing Complete	Security Checked	7/8/2024 9:08:16 AM
Completed	Security Checked	7/8/2024 9:08:16 AM

Payment Events	Status	Timestamps

Electronic Record and Signature Disclosure

ELECTRONIC RECORD AND SIGNATURE DISCLOSURE

A. ELECTRONIC RECORD AND SIGNATURE DISCLOSURE (ERSD)

From time to time, New Mexico General Services Department (GSD), on behalf of the State of New Mexico (SONM), may be required by law to provide you with certain written notices or disclosures. Stated below are the terms and conditions for GSD's providing you such notices and disclosures electronically through the DocuSign system. Please read this information carefully. If you are able to access this information electronically and agree to **this Electronic Record and Signature Disclosure (ERSD)**, please confirm your agreement by selecting the check-box next to "I agree to use electronic records and signatures" before clicking "CONTINUE" within the DocuSign system.

B. Obtaining paper copies

At any time up to twenty (20) calendar days following your use of DocuSign to electronically sign a document, you may request a paper copy of any record provided or made available electronically to you by GSD. You will have the ability to download and print documents SONM sends you through the DocuSign system during and immediately after the signing session and, if you elect to create a DocuSign account, you may access the documents for a twenty (20) calendar day period after such documents are first sent to you. Following the twenty (20) day period, if you want GSD to send you paper copies of any such documents from GSD's office, you will be charged a $1.00 per-page fee plus postage. You may request delivery of such paper copies from GSD by following the procedure stated in Section H, below.

C. Withdrawing your consent

If you decide to receive notices and disclosures from GSD electronically, you may at any time change your mind and inform GSD you want to receive required notices and disclosures only in paper format. The procedure concerning how you may inform GSD of your decision to receive future notices and disclosures in paper format as well as withdraw your consent to receive notices and disclosures electronically is stated in Section D, immediately below.

D. Consequences of changing your mind

If you elect to receive required notices and disclosures only in paper format, it will slow the speed with which GSD will be able to complete certain steps in specific transactions and deliver paper copies to you. GSD will need: (1) to send the required notices or disclosures to you in paper format; and (2) wait until GSD receives your acknowledgment of your receipt of such paper notices or disclosures. Further, you will no longer be able to use the DocuSign system to receive required notices and consents electronically from SONM or to electronically sign documents generated and sent to you from SONM.

E. All notices and disclosures will be sent to you electronically

Unless you inform GSD otherwise according to these procedures, GSD will electronically provide you through the DocuSign system all required notices, disclosures, authorizations, acknowledgements and other documents that are required to be provided or made available to you during the course of your electronic signature relationship with SONM. To reduce the possibility of inadvertent non-receipt, GSD prefers to provide all required notices and disclosures by the same method and to the same email or physical address that you furnish to GSD. Thus, you may receive the disclosures and notices electronically or in paper form. If you do not agree with this procedure, please inform GSD according to the procedures stated in Section I, below. Please also refer to Section D, immediately above, which states the consequences resulting from your declination of electronic delivery of notices and disclosures.

F. How to contact GSD:

You may inform General Services Department (GSD) of any changes you select regarding State Purchasing Division's (SPD) electronic communications with you, to request paper copies of certain information from SPD, and to withdraw your prior consent to receive notices and disclosures electronically by emailing your request(s) to SPD at: *GSD.SPDinfo@state.nm.us*

G. To advise SPD of your new email address

To inform SPD of a change in the email address to which SPD sends you notices and disclosures electronically, you must send an email to SPD at *GSD.SPDinfo@state.nm.us* and in the body of such request you must include your previous and new email addresses.

H. To request paper copies from SPD

To request delivery of paper copies of electronic notices and disclosures that DocuSign and/or SPD have previously provided to you, you must send an email to SPD at *GSD.SPDinfo@state.nm.us* and in the body of your email request state your email address, full name, mailing address, and telephone number. SPD will charge you a $1.00 per page copy fee plus postage.

I. To withdraw your consent with SPD

To inform SPD that you no longer wish to receive notices and disclosures in electronic format you may:

(1) Decline to sign a document from within a signing session, and on the subsequent page, select the check-box indicating you wish to withdraw your consent, or you may:

(2) Send SPD an email to *GSD.SPDinfo@state.nm.us* and in the body of your request state your email address, full name, mailing address, and telephone number.

J. Required hardware and software

The minimum system requirements for using the DocuSign system may change over time. The current DocuSign system requirements may be found at:
https://support.docusign.com/guides/signer-guide-signing-system-requirements

K. Acknowledging your access and consent to receive and sign documents electronically

To confirm that you are able to electronically access the information contained in this Electronic Record and Signature Disclosure (ERSD), please confirm that you have: (1) read this ERSD, and either: (2) you are able to print on paper or electronically save this ERSD for your future reference and access; or (3) you are able to email this ERSD to an email address where you will be able to print this ERSD on paper and/or save this ERSD for your future reference and access. Further, if you consent to receiving notices and disclosures from DocuSign and/or SPD exclusively in electronic format, then select the check-box next to "I agree to use electronic records and signatures," before you click "CONTINUE" within the DocuSign system.

By selecting the check-box next to "I agree to use electronic records and signatures," you confirm that:

- You have read this Electronic Record and Signature Disclosure (ERSD); and
- You can print this ERSD on paper, or you can save and/ or send this ERSD to a location where you can print this ERSD, for your future reference and access; and
- Until or unless you notify SPD as stated in this ERSD, you consent to exclusively receive through electronic means all notices, disclosures, authorizations, acknowledgements, and other documents that are required to be provided or made available to you by SPD during the course of your electronic signature relationship with SPD.

DocuSign Envelope ID: 219483E9-30F2-4A0E-A46B-19CFFEAF7AB0

State of New Mexico
General Services Department
Purchasing Division

Statewide Price Agreement Amendment

Awarded Vendor:
(BA) 0000050920
TLC Company, Inc.
dba: TLC Plumbing and Utility
5000 Edith Blvd. NE
Albuquerque NM 87107-4125

Email: jblaschke@tlcplumbing.com
Telephone No. 505-761-9696

Number**: 30-00000-23-00084**

Amendment No.**: Two**

Term**: July 5, 2023 thru July 4, 2024**

JO

Ship To:
All State of New Mexico agencies, commissions, institutions, political subdivisions and local public bodies allowed by law

Invoice: As requested

Procurement Specialist**: James Ortega**

Telephone No.**: (505) 795-2516**

Email: **james.ortega@gsd.nm.gov**

Title**: HVAC and Plumbing Services-Statewide**

This amendment is to be attached to the respective Price Agreement and become a part thereof.

The information for Vendor (AU) TLC Plumbing & Utility is updated as shown below:

Update Vendor Information

From:	**To:**
(AU) 0000116994	(BA) 0000050920
TLC Plumbing & Utility	TLC Company, Inc.
dba TLC Plumbing & Utility	DBA:TLC Plumbing and Utility
5000 Edith Blvd. NE	5000 Edith BLVD NE
Albuquerque, NM 87107	Albuquerque, NM 87107-4125
Email: jblaschke@tlcplumbing.com	Email: jblaschke@tlcplumbing.com
Phone: (505) 761-9696	Phone: (505) 761-9696

Except as modified by this amendment, the provisions of the Price Agreement shall remain in full force and effect.

Accepted for the State of New Mexico

Valerie Paulk

Date: 9/7/2023

Dorothy Mendonca, New Mexico State Purchasing Agent

Purchasing Division: 1100 St. Francis Drive, Room 2016, Santa Fe, 87505; PO Box 6850, Santa Fe, NM 87502 (505) 827-0472

x **This Agreement was signed on behalf of the State Purchasing Agent**

MM

DocuSign

Certificate Of Completion

Envelope Id: 219483E930F24A0EA46B19CFFEAF7AB0
Status: Completed
Subject: Please DocuSign: SPD SPA
Source Envelope:
Document Pages: 1
Signatures: 1
Certificate Pages: 5
Initials: 2
AutoNav: Enabled
EnvelopeId Stamping: Enabled
Time Zone: (UTC-07:00) Mountain Time (US & Canada)

Envelope Originator:
James Ortega
1100 S Saint Francis Dr
Santa Fe, NM 87502
james.ortega@gsd.nm.gov
IP Address: 164.64.62.10

Record Tracking

Status: Original
9/7/2023 3:15:00 PM
Holder: James Ortega
james.ortega@gsd.nm.gov
Location: DocuSign

Security Appliance Status: Connected
Pool: StateLocal

Storage Appliance Status: Connected
Pool: GSD
Location: DocuSign

Signer Events	Signature	Timestamp
Natalie Martinez Natalie.Martinez1@gsd.nm.gov New Mexico General Services Security Level: Email, Account Authentication (None)	NM Signature Adoption: Pre-selected Style Using IP Address: 164.64.62.10	Sent: 9/7/2023 3:18:03 PM Viewed: 9/7/2023 3:18:39 PM Signed: 9/7/2023 3:18:48 PM
Electronic Record and Signature Disclosure: Not Offered via DocuSign		
James Ortega james.ortega@gsd.nm.gov Security Level: Email, Account Authentication (None)	JO Signature Adoption: Pre-selected Style Using IP Address: 164.64.62.10	Sent: 9/7/2023 3:18:49 PM Viewed: 9/7/2023 3:19:14 PM Signed: 9/7/2023 3:19:21 PM
Electronic Record and Signature Disclosure: Accepted: 10/24/2022 4:00:52 PM ID: b93eca54-15f4-4d91-9a9f-2dee3ce43c35		
Valerie Paulk valerie.paulk@gsd.nm.gov Signed of Behalf of State Purchasing Agent New Mexico General Services Signing Group: 35000 - State Purchasing Agent Security Level: Email, Account Authentication (None)	Valerie Paulk Signature Adoption: Pre-selected Style Using IP Address: 67.0.212.236 Signed using mobile	Sent: 9/7/2023 3:19:22 PM Viewed: 9/7/2023 3:22:24 PM Signed: 9/7/2023 3:22:47 PM
Electronic Record and Signature Disclosure: Accepted: 5/29/2020 9:40:59 AM ID: f12ca6d0-7cba-4de4-b58f-8180244887ff		

In Person Signer Events	Signature	Timestamp

Editor Delivery Events	Status	Timestamp

Agent Delivery Events	Status	Timestamp

Intermediary Delivery Events	Status	Timestamp

Certified Delivery Events	Status	Timestamp

Carbon Copy Events	Status	Timestamp

Witness Events	Signature	Timestamp

Notary Events	Signature	Timestamp

Envelope Summary Events	Status	Timestamps
Envelope Sent	Hashed/Encrypted	9/7/2023 3:18:03 PM
Certified Delivered	Security Checked	9/7/2023 3:22:24 PM
Signing Complete	Security Checked	9/7/2023 3:22:47 PM
Completed	Security Checked	9/7/2023 3:22:47 PM

Payment Events	Status	Timestamps

Electronic Record and Signature Disclosure

ELECTRONIC RECORD AND SIGNATURE DISCLOSURE

A. ELECTRONIC RECORD AND SIGNATURE DISCLOSURE (ERSD)

From time to time, New Mexico General Services Department (GSD), on behalf of the State of New Mexico (SONM), may be required by law to provide you with certain written notices or disclosures. Stated below are the terms and conditions for GSD's providing you such notices and disclosures electronically through the DocuSign system. Please read this information carefully. If you are able to access this information electronically and agree to **this Electronic Record and Signature Disclosure (ERSD)**, please confirm your agreement by selecting the check-box next to "I agree to use electronic records and signatures" before clicking "CONTINUE" within the DocuSign system.

B. Obtaining paper copies

At any time up to twenty (20) calendar days following your use of DocuSign to electronically sign a document, you may request a paper copy of any record provided or made available electronically to you by GSD. You will have the ability to download and print documents SONM sends you through the DocuSign system during and immediately after the signing session and, if you elect to create a DocuSign account, you may access the documents for a twenty (20) calendar day period after such documents are first sent to you. Following the twenty (20) day period, if you want GSD to send you paper copies of any such documents from GSD's office, you will be charged a $1.00 per-page fee plus postage. You may request delivery of such paper copies from GSD by following the procedure stated in Section H, below.

C. Withdrawing your consent

If you decide to receive notices and disclosures from GSD electronically, you may at any time change your mind and inform GSD you want to receive required notices and disclosures only in paper format. The procedure concerning how you may inform GSD of your decision to receive future notices and disclosures in paper format as well as withdraw your consent to receive notices and disclosures electronically is stated in Section D, immediately below.

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E. All notices and disclosures will be sent to you electronically

Unless you inform GSD otherwise according to these procedures, GSD will electronically provide you through the DocuSign system all required notices, disclosures, authorizations, acknowledgements and other documents that are required to be provided or made available to you during the course of your electronic signature relationship with SONM. To reduce the possibility of inadvertent non-receipt, GSD prefers to provide all required notices and disclosures by the same method and to the same email or physical address that you furnish to GSD. Thus, you may receive the disclosures and notices electronically or in paper form. If you do not agree with this procedure, please inform GSD according to the procedures stated in Section I, below. Please also refer to Section D, immediately above, which states the consequences resulting from your declination of electronic delivery of notices and disclosures.

F. How to contact GSD:

You may inform General Services Department (GSD) of any changes you select regarding State Purchasing Division's (SPD) electronic communications with you, to request paper copies of certain information from SPD, and to withdraw your prior consent to receive notices and disclosures electronically by emailing your request(s) to SPD at: *GSD.SPDinfo@state.nm.us*

G. To advise SPD of your new email address

To inform SPD of a change in the email address to which SPD sends you notices and disclosures electronically, you must send an email to SPD at *GSD.SPDinfo@state.nm.us* and in the body of such request you must include your previous and new email addresses.

H. To request paper copies from SPD

To request delivery of paper copies of electronic notices and disclosures that DocuSign and/or SPD have previously provided to you, you must send an email to SPD at *GSD.SPDinfo@state.nm.us* and in the body of your email request state your email address, full name, mailing address, and telephone number. SPD will charge you a $1.00 per page copy fee plus postage.

I. To withdraw your consent with SPD

To inform SPD that you no longer wish to receive notices and disclosures in electronic format you may:

(1) Decline to sign a document from within a signing session, and on the subsequent page, select the check-box indicating you wish to withdraw your consent, or you may:

(2) Send SPD an email to *GSD.SPDinfo@state.nm.us* and in the body of your request state your email address, full name, mailing address, and telephone number.

J. Required hardware and software

The minimum system requirements for using the DocuSign system may change over time. The current DocuSign system requirements may be found at:
https://support.docusign.com/guides/signer-guide-signing-system-requirements

K. Acknowledging your access and consent to receive and sign documents electronically

To confirm that you are able to electronically access the information contained in this Electronic Record and Signature Disclosure (ERSD), please confirm that you have: (1) read this ERSD, and either: (2) you are able to print on paper or electronically save this ERSD for your future reference and access; or (3) you are able to email this ERSD to an email address where you will be able to print this ERSD on paper and/or save this ERSD for your future reference and access. Further, if you consent to receiving notices and disclosures from DocuSign and/or SPD exclusively in electronic format, then select the check-box next to "I agree to use electronic records and signatures," before you click "CONTINUE" within the DocuSign system.

By selecting the check-box next to "I agree to use electronic records and signatures," you confirm that:

- You have read this Electronic Record and Signature Disclosure (ERSD); and
- You can print this ERSD on paper, or you can save and/ or send this ERSD to a location where you can print this ERSD, for your future reference and access; and
- Until or unless you notify SPD as stated in this ERSD, you consent to exclusively receive through electronic means all notices, disclosures, authorizations, acknowledgements, and other documents that are required to be provided or made available to you by SPD during the course of your electronic signature relationship with SPD.

DocuSign Envelope ID: 63EE4EAF-2100-47CE-B4B2-270FAA86F6E1

State of New Mexico
General Services Department
Purchasing Division

Statewide Price Agreement Amendment

Awarded Vendor:
26 Vendors – See Page 6

Number: **30-00000-23-00084**

Amendment No.: **One**

Term: **July 5, 2023 thru July 4, 2024**

JO

Ship To:
All State of New Mexico agencies, commissions, institutions, political subdivisions and local public bodies allowed by law.

Invoice:

Procurement Specialist: **James Ortega**

Telephone No.: **(505) 795-2516**

Email: **James.Ortega@gsd.nm.gov**

Title: **HVAC and Plumbing Services-Statewide**

This amendment is to be attached to the respective Price Agreement and become a part thereof.

This amendment is issued to reflect the following effective immediately: The SHARE vendor numbers for the following vendors have been activated:
(AB) 0000163658 Scott Singletary dba Air Care New Mexico, LLC.,
(AM) 0000174680, Valerie Grubbs, dba Integrity Heating and Cooling LLC.
(AO) 0000046321 JB Henderson Construction Company
(AP) 0000166933 Kenneth McDowell, dba McDowell Mechanical, LLC
(AR) 0000137241 Mosark, LLC
(AY) 0000091459 Yei Rogers dba Wizer Electric LLC.

The SHARE ID number for vendor (AZ-1) 0000046206 Yearout Mechanical Inc. dba Welch's Boiler Service, LLC has been corrected.

Except as modified by this amendment, the provisions of the Price Agreement shall remain in full force and effect.

Accepted for the State of New Mexico

Valerie Paulk

Date: 8/9/2023

Dorothy Mendonca
New Mexico State Purchasing Agent

x **This Agreement was signed on behalf of the State Purchasing Agent**

DocuSign Envelope ID: 63EE4EAF-2100-47CE-B4B2-270FAA86F6E1

(AB) 0000163658
Scott Singletary
Air Care New Mexico, LLC
dba Air Care New Mexico
5445 Edith Blvd NE Suite E
Albuquerque, NM 87107
505-595-2273
kayla@aircarenm.com

(AM) 0000174680
Valerie Grubbs
Integrity Heating and Cooling LLC
2060 Main St. NE Ste D
Los Lunas, NM 87031
505-61-2209
admin@integrity-heatingandcooling.com

(AO) 0000046321
JB Henderson Construction Company, Inc.
PO Box 53176
Albuquerque, NM 87153-3176
505-975-1465
jeichhorst@jbhenderson.com

(AP) 0000166933
Kenneth McDowell
McDowell Mechanical, LLC
PO Box 6771
Santa Fe NM 87502
505-204-9855
mcdowellmechanicalsf@gmail.com

(AR) 0000137241
Mosark, LLC
35257 Hwy 87
Raton, NM 87740
575-447-1709
mosarkllc@outlook.com

(AY) 0000091459
Yei Rogers
Wizer Electric LLC
6017 Del Carmen Rd NE
Rio Rancho, NM 87144
505-304-7752
sam@wizerelectric.com

(AZ-1) 0000046206
Yearout Mechanical Inc.
dba Welch's Boiler Service, LLC
8501 Washington St. NE
Albuquerque, NM 87113
505-314-8226
rrodriguez@yearout.com

DocuSign

Certificate Of Completion

Envelope Id: 63EE4EAF210047CEB4B2270FAA86F6E1
Status: Completed
Subject: Please DocuSign: SPD SPA
Source Envelope:
Document Pages: 2
Signatures: 1
Certificate Pages: 5
Initials: 2
AutoNav: Enabled
EnvelopeId Stamping: Enabled
Time Zone: (UTC-07:00) Mountain Time (US & Canada)

Envelope Originator:
James Ortega
1100 S Saint Francis Dr
Santa Fe, NM 87502
james.ortega@gsd.nm.gov
IP Address: 164.64.62.10

Record Tracking

Status: Original
8/9/2023 2:20:48 PM
Holder: James Ortega
james.ortega@gsd.nm.gov
Location: DocuSign

Security Appliance Status: Connected
Pool: StateLocal

Storage Appliance Status: Connected
Pool: GSD
Location: DocuSign

Signer Events	Signature	Timestamp
Michael Saavedra Michael.Saavedra@gsd.nm.gov New Mexico General Services Security Level: Email, Account Authentication (None)	MS Signature Adoption: Pre-selected Style Using IP Address: 164.64.62.10	Sent: 8/9/2023 2:22:52 PM Viewed: 8/9/2023 2:30:01 PM Signed: 8/9/2023 2:30:24 PM
Electronic Record and Signature Disclosure: Accepted: 6/4/2020 11:04:51 AM ID: 9cac1b3e-4279-4c8f-b2b4-c607ea9821d8		
James Ortega james.ortega@gsd.nm.gov Security Level: Email, Account Authentication (None)	JO Signature Adoption: Pre-selected Style Using IP Address: 164.64.62.10	Sent: 8/9/2023 2:30:25 PM Viewed: 8/9/2023 3:06:37 PM Signed: 8/9/2023 3:06:41 PM
Electronic Record and Signature Disclosure: Accepted: 10/24/2022 4:00:52 PM ID: b93eca54-15f4-4d91-9a9f-2dee3ce43c35		
Valerie Paulk valerie.paulk@gsd.nm.gov Signed of Behalf of State Purchasing Agent New Mexico General Services Signing Group: 35000 - State Purchasing Agent Security Level: Email, Account Authentication (None)	Valerie Paulk Signature Adoption: Pre-selected Style Using IP Address: 174.231.16.32 Signed using mobile	Sent: 8/9/2023 3:06:42 PM Viewed: 8/9/2023 3:25:36 PM Signed: 8/9/2023 3:25:57 PM
Electronic Record and Signature Disclosure: Accepted: 5/29/2020 9:40:59 AM ID: f12ca6d0-7cba-4de4-b58f-8180244887ff		

In Person Signer Events	Signature	Timestamp

Editor Delivery Events	Status	Timestamp

Agent Delivery Events	Status	Timestamp

Intermediary Delivery Events	Status	Timestamp

Certified Delivery Events	Status	Timestamp

Carbon Copy Events	Status	Timestamp

Witness Events	Signature	Timestamp

Notary Events	Signature	Timestamp

Envelope Summary Events	Status	Timestamps
Envelope Sent	Hashed/Encrypted	8/9/2023 2:22:52 PM
Certified Delivered	Security Checked	8/9/2023 3:25:36 PM
Signing Complete	Security Checked	8/9/2023 3:25:57 PM
Completed	Security Checked	8/9/2023 3:25:57 PM

Payment Events	Status	Timestamps

Electronic Record and Signature Disclosure

ELECTRONIC RECORD AND SIGNATURE DISCLOSURE

A. ELECTRONIC RECORD AND SIGNATURE DISCLOSURE (ERSD)

From time to time, New Mexico General Services Department (GSD), on behalf of the State of New Mexico (SONM), may be required by law to provide you with certain written notices or disclosures. Stated below are the terms and conditions for GSD's providing you such notices and disclosures electronically through the DocuSign system. Please read this information carefully. If you are able to access this information electronically and agree to **this Electronic Record and Signature Disclosure (ERSD)**, please confirm your agreement by selecting the check-box next to "I agree to use electronic records and signatures" before clicking "CONTINUE" within the DocuSign system.

B. Obtaining paper copies

At any time up to twenty (20) calendar days following your use of DocuSign to electronically sign a document, you may request a paper copy of any record provided or made available electronically to you by GSD. You will have the ability to download and print documents SONM sends you through the DocuSign system during and immediately after the signing session and, if you elect to create a DocuSign account, you may access the documents for a twenty (20) calendar day period after such documents are first sent to you. Following the twenty (20) day period, if you want GSD to send you paper copies of any such documents from GSD's office, you will be charged a $1.00 per-page fee plus postage. You may request delivery of such paper copies from GSD by following the procedure stated in Section H, below.

C. Withdrawing your consent

If you decide to receive notices and disclosures from GSD electronically, you may at any time change your mind and inform GSD you want to receive required notices and disclosures only in paper format. The procedure concerning how you may inform GSD of your decision to receive future notices and disclosures in paper format as well as withdraw your consent to receive notices and disclosures electronically is stated in Section D, immediately below.

D. Consequences of changing your mind

If you elect to receive required notices and disclosures only in paper format, it will slow the speed with which GSD will be able to complete certain steps in specific transactions and deliver paper copies to you. GSD will need: (1) to send the required notices or disclosures to you in paper format; and (2) wait until GSD receives your acknowledgment of your receipt of such paper notices or disclosures. Further, you will no longer be able to use the DocuSign system to receive required notices and consents electronically from SONM or to electronically sign documents generated and sent to you from SONM.

E. All notices and disclosures will be sent to you electronically

Unless you inform GSD otherwise according to these procedures, GSD will electronically provide you through the DocuSign system all required notices, disclosures, authorizations, acknowledgements and other documents that are required to be provided or made available to you during the course of your electronic signature relationship with SONM. To reduce the possibility of inadvertent non-receipt, GSD prefers to provide all required notices and disclosures by the same method and to the same email or physical address that you furnish to GSD. Thus, you may receive the disclosures and notices electronically or in paper form. If you do not agree with this procedure, please inform GSD according to the procedures stated in Section I, below. Please also refer to Section D, immediately above, which states the consequences resulting from your declination of electronic delivery of notices and disclosures.

F. How to contact GSD:

You may inform General Services Department (GSD) of any changes you select regarding State Purchasing Division's (SPD) electronic communications with you, to request paper copies of certain information from SPD, and to withdraw your prior consent to receive notices and disclosures electronically by emailing your request(s) to SPD at: *GSD.SPDinfo@state.nm.us*

G. To advise SPD of your new email address

To inform SPD of a change in the email address to which SPD sends you notices and disclosures electronically, you must send an email to SPD at *GSD.SPDinfo@state.nm.us* and in the body of such request you must include your previous and new email addresses.

H. To request paper copies from SPD

To request delivery of paper copies of electronic notices and disclosures that DocuSign and/or SPD have previously provided to you, you must send an email to SPD at *GSD.SPDinfo@state.nm.us* and in the body of your email request state your email address, full name, mailing address, and telephone number. SPD will charge you a $1.00 per page copy fee plus postage.

I. To withdraw your consent with SPD

To inform SPD that you no longer wish to receive notices and disclosures in electronic format you may:

(1) Decline to sign a document from within a signing session, and on the subsequent page, select the check-box indicating you wish to withdraw your consent, or you may:

(2) Send SPD an email to *GSD.SPDinfo@state.nm.us* and in the body of your request state your email address, full name, mailing address, and telephone number.

J. Required hardware and software

The minimum system requirements for using the DocuSign system may change over time. The current DocuSign system requirements may be found at:
https://support.docusign.com/guides/signer-guide-signing-system-requirements

K. Acknowledging your access and consent to receive and sign documents electronically

To confirm that you are able to electronically access the information contained in this Electronic Record and Signature Disclosure (ERSD), please confirm that you have: (1) read this ERSD, and either: (2) you are able to print on paper or electronically save this ERSD for your future reference and access; or (3) you are able to email this ERSD to an email address where you will be able to print this ERSD on paper and/or save this ERSD for your future reference and access. Further, if you consent to receiving notices and disclosures from DocuSign and/or SPD exclusively in electronic format, then select the check-box next to "I agree to use electronic records and signatures," before you click "CONTINUE" within the DocuSign system.

By selecting the check-box next to "I agree to use electronic records and signatures," you confirm that:

- You have read this Electronic Record and Signature Disclosure (ERSD); and
- You can print this ERSD on paper, or you can save and/ or send this ERSD to a location where you can print this ERSD, for your future reference and access; and
- Until or unless you notify SPD as stated in this ERSD, you consent to exclusively receive through electronic means all notices, disclosures, authorizations, acknowledgements, and other documents that are required to be provided or made available to you by SPD during the course of your electronic signature relationship with SPD.

DocuSign Envelope ID: 86BB2A52-EADA-4096-97C8-3BEF0D8A6B40

State of New Mexico
General Services Department

Statewide Price Agreement

Awarded Vendor:
26 Vendors – See Page 6

Ship To:
All State of New Mexico agencies, commissions, institutions, political subdivisions and local public bodies allowed by law.

Invoice:
As Requested at Time of Order

Price Agreement Number**:** **30-00000-23-00084**

Payment Terms**:** **See Page 6**

F.O.B.**:** **Destination**

Delivery**:** **See Page 6**

JO

Procurement Specialist**:** **James Ortega**

Telephone No.**:** **(505) 795-2516**

Email: **James.Ortega@gsd.nm.gov**

Title**:** **HVAC and Plumbing Services-Statewide**

Term**:** **July 5, 2023 thru July 4, 2024**

This Statewide Price Agreement is made subject to the "terms and conditions" as indicated on subsequent pages.

Accepted for the State of New Mexico

Valerie Paulk

Date: 7/5/2023

Dorothy Mendonca
New Mexico State Purchasing Agent

x **This Agreement was signed on behalf of the State Purchasing Agent**

Terms and Conditions

(Unless otherwise specified)

1. **General:** When the State Purchasing Agent or his/her designee issues a purchase document in response to the Vendor's bid, a binding contract is created.

2. **Variation in Quantity:** No variation in the quantity of any item called for by this order will be accepted unless such variation has been caused by conditions of loading, shipping, packing or allowances in manufacturing process and then only to the extent, if any, specified in this order.

3. **Assignment:**

a. Neither the order, nor any interest therein, nor any claim thereunder, shall be assigned or transferred by the Vendor, except as set forth in Subparagraph 3b or as expressly authorized in writing by the State Purchasing Agent or his/her designee. No such assignment or transfer shall relieve the Vendor from the obligations and liabilities under this order.

b. Vendor agrees that any and all claims for overcharge resulting from antitrust violations which are borne by the State as to goods, services, and materials purchased in connection with this bid are hereby assigned to the State.

4. **State Furnished Property:** State furnished property shall be returned to the State upon request in the same condition as received except for ordinary wear, tear and modifications ordered hereunder.

5. **Discounts:** Prompt payment discounts will not be considered in computing the low bid.

6. **Inspection:** Final inspection and acceptance will be made at the destination. Supplies rejected at the destination for nonconformance with specifications shall be removed at the Vendor's risk and expense, promptly after notice of rejection.

7. **Inspection of Plant:** The State Purchasing Agent or his/her designee may inspect, at any reasonable time, the part of the Contractor's, or any subcontractor's plant or place of business, which is related to the performance of this contract.

8. **Commercial Warranty:** The Vendor agrees that the supplies or services furnished under this order shall be covered by the most favorable commercial warranties the Vendor gives for such to any customer for such supplies or services. The rights and remedies provided herein shall extend to the State and are in addition to and do not limit any rights afforded to the State by any other clause of this order. **Vendor agrees not to disclaim warranties of fitness for a particular purpose of merchantability.**

9. **Taxes:** The unit price shall exclude all state taxes.

10. **Packing, Shipping and Invoicing:**

a. The State's purchasing document number and the Vendor's name, user's name and location shall be shown on each packing and delivery ticket, package, bill of lading and other correspondence in connection with the shipments. The user's count will be accepted by the Vendor as final and conclusive on all shipments not accompanied by a packing ticket.

b. The Vendor's invoice shall be submitted duly certified and shall contain the following information: order number, description of supplies or services, quantities, unit price and extended totals. Separate invoices shall be rendered for each and every complete shipment.

c. Invoices must be submitted to the using agency and NOT the State Purchasing Agent.

11. **Default:** The State reserves the right to cancel all or any part of this order without cost to the State, if the Vendor fails to meet the provisions of this order and, except as otherwise provided herein, to hold the Vendor liable for any excess cost occasioned by the State due to the Vendor's default. The Vendor shall not be liable for any excess costs if failure to perform the order arises out of causes beyond the control and without the fault or negligence of the Vendor, such causes include but are not restricted to, acts of God or the public enemy, acts of the State or Federal Government, fires, floods, epidemics, quarantine restrictions, strikes, freight embargoes, unusually severe weather and defaults of

subcontractors due to any of the above, unless the State shall determine that the supplies or services to be furnished by the subcontractor were obtainable from other sources in sufficient time to permit the Vendor to meet the required delivery scheduled. The rights of the State provided in this paragraph shall not be exclusive and are in addition to any other rights now being provided by law or under this order.

12. **Non-Collusion:** In signing this bid the Vendor certifies he/she has not, either directly or indirectly, entered into action in restraint of free competitive bidding in connection with this offer submitted to the State Purchasing Agent or his/her designee.

13. **Nondiscrimination:** Vendor doing business with the State of New Mexico must be in compliance with the Federal Civil Rights Act of 1964 and Title VII of the Act (Rev. 1979) and the Americans with Disabilities Act of 1990 (Public Law 101-336).

14. **The Procurement Code:** Sections 13-1-28 through 13-1-199 NMSA 1978, imposes civil and criminal penalties for its violation. In addition the New Mexico criminal statutes impose felony penalties for bribes, gratuities and kickbacks.

15. **Items:** All bid items are to be NEW and of most current production, unless otherwise specified.

16. **Payment for Purchases:** Except as otherwise agreed to: late payment charges may be assessed against the user state agency in the amount and under the conditions set forth in Section 13-1-158 NMSA 1978.

17. **Workers' Compensation:** The Contractor agrees to comply with state laws and rules pertaining to Workers' Compensation benefits for its employees. If the Contractor fails to comply with Workers' Compensation Act and applicable rules when required to do so, this Agreement may be terminated by the contracting agency.

18. **Submission of Bid:** Bids must be submitted in a sealed envelope with the bid number and opening date clearly indicated on the bottom left hand side of the front of the envelope. Failure to label bid envelope will necessitate the premature opening of the bid in order to identify the bid number.

19. **Contractor Personnel**: Personnel proposed in the Contractor's written bid to the Procuring Agency are considered material to any work performed under this Price Agreement. Once a Purchase Order or contract has been executed, no changes of personnel will be made by the Contractor without prior written consent of the Procuring Agency. Replacement of any Contractor personnel, if approved, shall be with personnel of equal ability, experience, and qualifications. The Contractor will be responsible for any expenses incurred in familiarizing the replacement personnel to insure their being productive to the project immediately upon receiving assignments. Approval of replacement personnel shall not be unreasonably withheld. The Procuring Agency shall retain the right to request the removal of any of the Contractor's personnel at any time.

20. **Subcontracting:** The Contractor shall not subcontract any portion of the Price Agreement without the prior written approval of the Procuring Agency. No such subcontracting shall relieve the Contractor from its obligations and liabilities under this Price Agreement, nor shall any subcontracting obligate payment from the Agency.

21. **Records and Audit:** The Contractor shall maintain detailed time and expenditure records that indicate the date, time, nature, and cost of services rendered during this Price Agreement's term and effect, and retain them for a period of three (3) years from the date of final payment under this Price Agreement. The records shall be subject to inspection by the Agency, State Purchasing Division, Department of Finance and Administration, and for Information Technology contracts, State Chief Information Officer. The Agency shall have the right to audit billings, both before and after payment. Payment for services under this Price Agreement shall not foreclose the right of the Agency to recover excessive or illegal payments.

22. **Subcontracts:** The foregoing requirements for Contractor Personnel, Subcontracting, and Audit shall be inserted into all subcontracts from the prime contractor to the subcontractor.

New Mexico Employees Health Coverage

A. If Contractor has, or grows to, six (6) or more employees who work, or who are expected to work, an average

of at least 20 hours per week over a six (6) month period during the term of the contract, Contractor certifies, by signing this agreement, to have in place, and agrees to maintain for the term of the contract, health insurance for its New Mexico Employees and offer that health insurance to its New Mexico Employees if the expected annual value in the aggregate of any and all contracts between Contractor and the State exceeds $250,000 dollars.

B. Contractor agrees to maintain a record of the number of its New Mexico Employees who have (a) accepted health insurance; (b) declined health insurance due to other health insurance coverage already in place; or (c) declined health insurance for other reasons. These records are subject to review and audit by a representative of the state.

C. Contractor agrees to advise all of its New Mexico Employees of the availability of State publicly financed health care coverage programs by providing each of its New Mexico Employees with, as a minimum, the following web site link to additional information: https://bewellnm.com.

D. For purposes of this Paragraph, the following terms have the following meanings:

(1) "New Mexico Employee" means any resident of the State of New Mexico employed by Contractor who performs the majority of the employee's work for Contractor within the State of New Mexico, regardless of the location of Contractor's office or offices; and

(2) "offer" means to make available, without unreasonable restriction, enrollment in one or more health coverage plans and to actively seek and encourage participation in order to achieve the goals of Executive Order 2007-049. This could include State publicly financed public health coverage programs such as *Insure New Mexico!*

Statewide Price Agreement

Article I – Statement of Work
Under the terms and conditions of this Price Agreement all State of New Mexico agencies, commissions, institutions, political subdivisions and local public bodies allowed by law may issue orders for items and/or services described herein. The terms and conditions of this Price Agreement shall form a part of each order issued hereunder.

The items and/or services to be ordered shall be as listed under Article IX - Price Schedule. All orders issued hereunder will bear both an order number and this Price Agreement number. It is understood that no guarantee or warranty is made or implied by the New Mexico State Purchasing Agent, his/her designee or the user that any order for any definite quantity will be issued under this Price Agreement. The Contractor is required to accept the order and furnish the items and/or services in accordance with the articles contained hereunder for the quantity of each order.

Article II – Term
The term of this Price Agreement, for issuance of orders, shall be as indicated in the specifications.

Article III – Specifications
Items and/or services furnished hereunder shall conform to the requirements of specifications and/or drawings applicable to items listed under Article IX-Price Schedule. Orders issued against this schedule will show the applicable Price Agreement item(s), number(s), and price(s); however they may not describe the item(s) fully.

Article IV – Shipping and Billing Instructions
Contractor shall ship in accordance with the following instructions: Shipment shall be made only against specific orders which the user may place with the Contractor during the term; The Contractor shall enclose a packing list with each shipment listing the order number, price agreement number and the commercial parts number (if any) for each item; Delivery shall be made as indicated on page1. If vendor is unable to meet stated delivery the State Purchasing Agent or his/her designee must be notified.

Article V – Termination
The Agency may terminate this Agreement for convenience or cause. The Contractor may only terminate this Agreement based upon the Agency's uncured, material breach of this Agreement. Contractor shall give Agency written notice of termination at least thirty (30) days prior to the intended date of termination, which notice shall (i) identify all the Agency's material breaches of this Agreement upon which the termination is based and (ii) state what the Agency must do to cure such

material breaches. Contractor's notice of termination shall only be effective (i) if the Agency does not cure all material breaches within the thirty (30) day notice period or (ii) in the case of material breaches that cannot be cured within thirty (30) days, the Agency does not, within the thirty (30) day notice period, notify the Contractor of its intent to cure and begin with due diligence to cure the material breach. Termination of this Contract, however, shall not affect any outstanding orders. This provision is not exclusive and shall not waive other rights and remedies afforded either party in the event of breach of contract or default. In such instances the contract may be cancelled effective immediately.

Article VI – Amendment
This Price Agreement may be amended by mutual agreement of the New Mexico State Purchasing Agent or his/her designee and the Contractor upon written notice by either party to the other. An amendment to this Price Agreement shall not affect any outstanding orders issued prior to the effective date of the amendment as mutually agreed upon, and as published by the New Mexico State Purchasing Agent or his/her designee. Amendments affecting price adjustments and/or the extension of a price agreement expiration date are not allowed unless specifically provided in the bid and price agreement specifications.

Article VII – Indemnity Clause
Contractor shall indemnify and hold harmless the State, its officers and employees, against liability, claims, damages, losses or expenses arising out of bodily injury to persons or damage to properties caused by, or resulting from Contractor's, and/or its employees, own negligent act or omission while Contractor, and/or its employees, perform or fails to perform its obligations and duties under the Terms and Conditions of this agreement. This save harmless and indemnification clause is subject to the immunities, provisions, and limitations of the Tort Claims Act (Section 41-4-1, et seq., N.M.S.A. 1978 comp. and Section 57-7-1 N.M.S.A. 1878 comp. and any amendments thereto.

It is specifically agreed between the parties executing this agreement that it is not intended by any of the provisions of any part of the agreement to create in the public or any member thereof a third party beneficiary or to authorize anyone not a party to the agreement to maintain a suit(s) for wrongful death(s), bodily and/ or personal injury(s) to person(s), damage(s) to property(ies) and/or any other claim(s) whatsoever pursuant to the provisions of this agreement.
Vendor shall provide all insurance necessary to employees on the work site, including but not limited to Worker's Compensation.

Article VIII – Issuance or Orders
Only written signed orders are valid under this Price Agreement.

Article IX – Packing (if applicable)
Packing shall be in conformance with standard commercial practices.

Article X – Price Schedule
Prices as listed in the price schedule hereto attached are firm.

Awarded Vendors:

(AA) 0000051142
A-Plus Plumbing & Heating Inc.
PO Box 9717
Santa Fe, NM 87504
505-470-6162
aplusespanola@yahoo.com

Payment Term: 30 Days

Delivery: 502 Calle Ben Vigil, Espanola, NM 87532

(AB) Not in SHARE
Air Care New Mexico, LLC
dba Air Care New Mexico
5445 Edith Blvd NE Suite E
Albuquerque, NM 87107
505-595-2273
kayla@aircarenm.com

Payment Term: Net 30

Delivery: As requested, as often as we can meet the demand

(AC) 0000054601
Anchorbuilt, Inc
PO Box 27688
Albuquerque, NM 87125
505-342-2452
ray.zamora@anchorbuilt.com

Payment Term: Net 30

Delivery: As Requested

(AD) 0000138545
Aria, Inc.
dba Cartwright's Plumbing and HVAC
PO Box 16371
Santa Fe, NM 87592
505-982-2511
rr.cartwright@rrsc.com

Payment Term: Net 30

Delivery: 1360 Vegas Verdes Ste B
Santa Fe NM 87507

(AE) 0000046656
Automated Control Systems, Inc.
5801-B McLeod NE
Albuquerque, NM 87109
505-881-7070
bel@acsionline.com
bjf@acsionline.com

Payment Term: Net 30

Delivery: As Requested

(AF) 0000046277
B & D Industries Inc.
9720 Bell Avenue SE
Albuquerque, NM 87123
505-299-4464
newwojob@banddindustries.com

Payment Term: Net 30

Delivery: F.O.B. Destination

(AG) 0000049957
CAC, Inc.
610 Industrial Ave. NE
Albuquerque, NM 87107
505-343-6100
trevorb@cacinc.net
service@cacinc.net

Payment Term: Net 30

Delivery: F.O.B. Destination

(AH) 0000108425
Comfort Systems USA Southwest, Inc.
6875 W Galveston St
Chandler, AZ 85226
(505) 856-9250
steve.adams@comfortsystemsusa.com
brian.ruffner@comfortsystemsusa.com
CAMAZ@comfortsystemsusa.com

Payment Term: Net 30

Delivery: FOB Destination

(AI) 0000046874
Conti Energy Control
6417 Center Drive
Sterling Heights, MI 48312
505-890-2888
nmpo@conticorporation.com
scott.stevens@conticorporation.com
nmservice@conticorporation.com

Payment Term: Net 30

Delivery: As Requested

(AJ) 0000046669
Donner Plumbing & Heating, Inc.
107 Candelaria Rd NW
Albuquerque, NM 87107
505-884-1017
jgarner@donnerplumbing.com
aknight@donnerplumbing.com
kdonner@donnerplumbing.com
rlobb@donnerplumbing.com

Payment Term: Net 30

Delivery: As requested, FOB Destination

(AK) 0000086357
Four Winds Mechanical HTC/AC
8915 Adams St NE
Albuquerque, NM 87113
505-908-0090
lynn@4windsmechanical.com

Payment Term: Net 30

Delivery: Destination as requested, FOB Destination

(AL) 0000098448
Hausermann Mechanical LLC
3100 Richmond Dr NE
Albuquerque, NM 87107
505-200-0650
jhausermann@comcast.com

Payment Term: Net 30

Delivery: Destination as requested

(AM) Not in SHARE
Integrity Heating and Cooling LLC
2060 Main St. NE Ste D
Los Lunas, NM 87031
505-61-2209
admin@integrity-heatingandcooling.com

Payment Term: Net 30

Delivery: As Requested

(AN) 0000051254
J.D. Zentz Inc.
4020 Peggy Rd Se Ste M1
Rio Rancho, NM 87124
505-891-0551
jdzentz@aol.com
lorriedodge1@aol.com

Payment Term: net 30

Delivery: As Requested

(AO) Not in SHARE
JB Henderson Construction Company, Inc.
PO Box 53176
Albuquerque, NM 87153-3176
505-975-1465
jeichhorst@jbhenderson.com

Payment Term: Net 30

Delivery: As Requested

(AP) Not in SHARE
McDowell Mechanical, LLC
PO Box 6771
Santa Fe NM 87502
505-204-9855
mcdowellmechanicalsf@gmail.com

Payment Term: Net 30

Delivery: As Requested

(AQ) 0000054038
Mechanical Systems, Inc.
420 Martinez Lane NE
Albuquerque, NM 87107
505-345-0947
msinc34@msincnm.com

Payment Term: Net 30

Delivery: Normal service is usually 2-3 business days. Overtime service requests start same day from 5pm-8pm or when a technician finishes their. normal service schedule and becomes available Normal service is usually 2-3 business days.

(AR) Not in SHARE
Mosark, LLC
35257 Hwy 87
Raton, NM 87740
575-447-1709
mosarkllc@outlook.com

Payment Term: Net 30

Delivery: AS REQUESTED

(AS) 0000009419
ORCOM, a Division of Ortega Companies, Inc.
PO Box 605
Peralta, NM 87042
505-865-7401 ext 403
505-480-5852
billy@orcominc.com
rosanna@orcominc.com
del@orcominc.com

Payment Term: Net 30

Delivery: As Requested

(AT) 0000043952
PC Automated Controls, Inc.
4239 Balloon Park
Albuquerque, NM 87109
505-895-9040
blinzey@pcautomatedcontrols.com

Payment Term: Net 30

Delivery: As requested and depending on manufacturer lead times.

(AU) 0000116994
TLC Plumbing & Utility
dba TLC Plumbing & Utility
5000 Edith Blvd. NE
Albuquerque, NM 87107
505-761-9696
jblaschke@tlcplumbing.com

Payment Term: Net 30

Delivery: As requested

(AV) 0000011132

Trane US Inc.
PO Box 98167
Chicago, IL 60693
505-681-1899
msfafard@trane.com

Payment Term: Net 30

Delivery: 5501 San Diego Ave NE Albuquerque, NM

(AW) 0000051414
WWRC, Inc.
1716 W. 7th
Clovis, NM 88101
575-769-2618
wwrc@wwrcinc.com

Payment Term: Net 30

Delivery: As Requested

(AX) 0000052947
Western Mechanical Co.
dba Western Mechanicl HVAC & Plumbing
3301 Girard Blvd NE
Albuquerque, NM 87107
505-341-4458
mike.westernmechanical@gmail.com

Payment Term: 30 days

Delivery: email through portal

(AY) Not in SHARE
Wizer Electric LLC
6017 Del Carmen Rd NE
Rio Rancho, NM 87144
505-304-7752
sam@wizerelectric.com

Payment Term: Net 30

Delivery: As Requested

(AZ) 0000086970
Yearout Mechanical Inc.
dba Welch's Boiler Service, LLC
8501 Washington St. NE
Albuquerque, NM 87113
505-314-8226
rrodriguez@yearout.com

Payment Term: Net 30

Delivery: F.O. B. Destination (as requested)

QUOTE

#Q60954-2

City of Santa Fe
PO Box 909
Santa Fe, NM 87501

Tuesday
Apr 01, 2025

Quote Details | **121 Aviation Dr. Santa Fe, NM 87505**

Quote Details

Description of Work:

Contract price for TLC to perform replacement of six (6) existing air handlers with Heil/ICP refrigerated air units

- Existing air handlers will be fully decommissioned, uninstalled and removed, boiler lines capped inside ceiling
- Six new Heil units will be craned and installed as follows;
  - AHU-6 will be replaced with a 15 ton package unit- will require a 100 amp, 208/230v 3 ph circuit
  - AHU-9 will be replaced with a 12.5 ton unit- will require a 80 amp, 208/230v 3 ph circuit
  - AHU-3 will be replaced with a 25 ton unit- requires a 150 amp 208/230v 3ph service
  - AHU-1 will be replaced with a 17.5 unit - requires a 100 amp 208/230v 3ph service
  - AHU-5 will be replaced with a 10 ton package unit- requires 60 amp service 208/230v 3ph
  - AHU-8 will be replaced with a 10 ton package unit- requires 60 amp service 208/230v 3ph
- All six units will be installed with economizers and hail guards
- Condensate piping will be installed with running traps and terminated properly
- Curb adapters and ducting will be fully manufactured, installed, sealed. Proper duct transitions will be fabbed and installed
- Low voltage wiring will be installed to return stat or wireless as necessary.
- Once installation is complete, full start up and set up will be performed, units will be entirely commissioned
- Manufacturer will provide a full 2 year parts, 10 year compressor and heat exchanger warranty
- TLC will provide a full 1 year warranty on all work performed, and lifetime proper worksmanship guarantee
- This quote does not include electrical or gas piping

Subtotal	**$373,692.00**
Tax	**$30,596.03**
Total	**$404,288.03**

EXPIRES ON Apr 06, 2025 | **Issued By:** E. Antonio A

Terms & Conditions:

Payment Due:
Upon Completion

Exclusions:

- All state and local sales taxes
- All work beyond the scope of this proposal
- All existing systems, including roofing, ducting, electrical, water, and gas systems

*** NOTE 1: This proposal may be withdrawn by TLC Plumbing & Utility if not accepted within 30 days of original date quoted. NOTE 2: FINANCE CHARGE 1.5% PER MONTH (18% per annum) service charge on past due accounts (Defined as accounts 90 Days past date on invoice). NOTE 3: Work to be performed on a contract bid price will not be converted to a Time and Material basis, and will not be broken down thereby after the work has been performed. NOTE 4: The price quoted herein includes all discounts.***

ACORD

CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY)
7/17/2024

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must have ADDITIONAL INSURED provisions or be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

PRODUCER License # 0757776 HUB International Insurance Services (SOW) 6565 Americas Parkway Suite 720 Albuquerque, NM 87110	CONTACT NAME: PHONE (A/C, No, Ext): (505) 828-4000 FAX (A/C, No): (866) 487-3972 E-MAIL ADDRESS:
	INSURER(S) AFFORDING COVERAGE — NAIC #
	INSURER A : The Phoenix Insurance Company — 25623
INSURED TLC Santa Fe, LLC 2532 Camino Entrada Santa Fe, NM 87507	INSURER B : Travelers Property Casualty Company of America — 25674
	INSURER C : Associated Builders & Contractors of NM Merit Shop Workers Com
	INSURER D :
	INSURER E :
	INSURER F :

COVERAGES **CERTIFICATE NUMBER:** **REVISION NUMBER:**

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDL INSD	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS	
A	X COMMERCIAL GENERAL LIABILITY CLAIMS-MADE X OCCUR GEN'L AGGREGATE LIMIT APPLIES PER: POLICY X PRO-JECT LOC OTHER:	X	X	DT-CO-7W41389A-PHX-23	7/1/2024	7/1/2025	EACH OCCURRENCE DAMAGE TO RENTED PREMISES (Ea occurrence) MED EXP (Any one person) PERSONAL & ADV INJURY GENERAL AGGREGATE PRODUCTS - COMP/OP AGG	$ 1,000,000 $ 500,000 $ 0 $ 1,000,000 $ 2,000,000 $ 2,000,000
B	AUTOMOBILE LIABILITY X ANY AUTO OWNED AUTOS ONLY SCHEDULED AUTOS HIRED AUTOS ONLY NON-OWNED AUTOS ONLY	X	X	810-6W400914-24-26	7/1/2024	7/1/2025	COMBINED SINGLE LIMIT (Ea accident) BODILY INJURY (Per person) BODILY INJURY (Per accident) PROPERTY DAMAGE (Per accident)	$ 1,000,000 $ $ $
B	X UMBRELLA LIAB X OCCUR EXCESS LIAB CLAIMS-MADE DED X RETENTION $ 10,000			CUP-6W550351-23-26	7/1/2024	7/1/2025	EACH OCCURRENCE AGGREGATE	$ 9,000,000 $ 9,000,000
C	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? Y / N (Mandatory in NH) If yes, describe under DESCRIPTION OF OPERATIONS below	N / A	X	EWC008469	12/31/2023	12/31/2024	PER STATUTE OTH-ER E.L. EACH ACCIDENT E.L. DISEASE - EA EMPLOYEE E.L. DISEASE - POLICY LIMIT	$ 1,000,000 $ 1,000,000 $ 1,000,000
B	Install Floater/BR			QT-630-6W945490-TIL-23	7/1/2024	7/1/2025	Builders Risk	6,000,000

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)

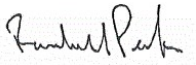
CERTIFICATE HOLDER

Santa Fe Regional Airport
121 Aviation Dr
87507

CANCELLATION

SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.

AUTHORIZED REPRESENTATIVE



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Item #: _____
Munis Contract #: 3250480
SWPA #: 30-00000-23-00084

CITY OF SANTA FE

CONSTRUCTION CONTRACT

THIS CONTRACT is made and entered into by and between the City of Santa Fe, New Mexico, hereinafter referred to as the "City," and **TLC Santa Fe LLC.**, hereinafter referred to as the "Contractor," and is effective as of the date set forth below upon which it is executed by the Parties.

RECITALS

WHEREAS, the City, through its Governing Body, is authorized to enter into a construction Contract for the project; and

WHEREAS, the City has procured this Contract according to the established State and Local Purchasing procedures for contracts of the type and amount; and

The City and the Contractor hereby agree as follows:

1. Scope of Work

A. The Contractor shall perform the following work:

The Contractor shall perform all the work required by the Contract Documents for Santa Fe Regional Airports swamp cooler conversion project, Contract # 3250480.

The work designated in the attached quote marked as "Exhibit A" consists of but it not limited to, replacement of six (6) existing air handlers with Heil/ICP refrigerated air units as described in the Contract Documents.

The Contractor shall be responsible for verifications of all conditions, measurements, and dimensions for bidding.

The Contractor shall be responsible for all permits, fees, and State inspections associated with the construction.

B. Project: Santa Fe Regional Airport's swamp cooler conversion

C. City Department: Airport

D. Distribution:

City James Harris - Airport Manager, Santa Fe Regional Airport
121 Aviation Drive
Santa Fe, NM 87507

Contractor Richard Baker, HVAC Manager
TLC Santa Fe LLC.
2532 CAMINO ENTRADA, SANTA FE NM 87507
505-362-7465
rbaker@tlcplumbing.com

2. **Compensation**

A. The City shall pay to the Contractor in full payment for services satisfactorily performed, such compensation not to exceed four hundred and four thousand, two hundred and eighty-eight dollars and three cents ($404,288.03), including gross receipts tax. The New Mexico gross receipts tax levied on the amounts payable under this Contract shall be paid by the City to the Contractor, as follows:

The Unit Bid Contract Total is determined as follows:

Base Bid	$373,692.00
Gross Receipts Tax (8.1875%	$30,596.03
Base Bid plus NMGRT	$404,288.03

The total amount payable to the Contractor under this Contract, including Alternates (if needed) gross receipts tax and expenses, shall not exceed four hundred and four thousand, two hundred and eighty-eight dollars and three cents ($404,288.03), This amount is a maximum and not a guarantee that the work assigned to be performed by Contractor under this Contract shall equal the amount stated herein. The parties do not intend for the Contractor to continue to provide services without compensation when the total compensation amount is reached. Contractor is responsible for notifying the City when the services provided under this Contract reach the total compensation amount. In no event will the Contractor be paid for services provided in excess of the total compensation amount without this Contract being amended in writing prior to those services in excess of the total compensation amount being provided.

B. Payment is subject to availability of funds pursuant to the Appropriations Paragraph set forth below and to any negotiations between the parties from year to year pursuant to Paragraph 1, Scope of Work, and to approval by the City. All invoices MUST BE received by the City no later than thirty (30) days after the termination of the Fiscal Year in which the services were delivered. Invoices received after such date WILL NOT BE PAID.

C. Contractor must submit a detailed statement accounting for all services performed and expenses incurred. If the City finds that the services are not acceptable, within thirty days after the date of receipt of written notice from the Contractor that payment is requested, it shall provide the Contractor a letter of exception explaining the defect or objection to the services, and outlining steps the Contractor may take to provide remedial action. Upon certification by the City that the services have been received and accepted, payment shall be tendered to the Contractor within twenty-one days after the date of acceptance. If payment is made by mail, the payment shall be deemed tendered on the date it is postmarked. .

D. If the City fails to pay the contractor within twenty-one days after receipt of an undisputed request for payment, the City shall pay interest to the contractor beginning on the twenty-second day after payment was due, computed at one and one-half percent of the undisputed amount per month or fraction of a month until the payment is issued. If the City receives an improperly completed invoice, the City shall notify the sender of the invoice within seven days of receipt in what way the invoice is improperly completed, and the owner has no further duty to pay on the improperly completed invoice until it is resubmitted as complete.

E. **Notice of Extended Payment Provision for Grant Funded Contracts**. This contract allows the City to make payment within 45 days after submission of an undisputed request for payment for contracts funded by grant money consistent with NMSA 1978, sec. 57-28-5(B).

3. Term

THIS CONTRACT SHALL NOT BECOME EFFECTIVE UNTIL APPROVED IN WRITING BY THE CITY. This contract shall terminate one (1) **year from date of final signature**. The City reserves the right to renew this contract on an annual basis by mutual agreement not to exceed a total of ten (10) years in accordance with NMSA 1978, Sections 13-1-150 through 152.

4. Termination

A. Grounds. The City may terminate this Contract for convenience or cause. For contracts within their authority, the City Manager or their designee is authorized to provide the notice of termination, otherwise such notice of termination shall be provided by the Mayor or their designee as authorized by the Governing Body. The Contractor may only terminate this Contract based upon the City's uncured, material breach of this Contract.

B. Notice; City Opportunity to Cure.

1) Except as otherwise provided in Paragraphs 7.A and 17, the City shall give Contractor written notice of termination at least thirty (30) days prior to the intended date of termination.

2) Contractor shall give City written notice of termination at least thirty (30) days prior to the intended date of termination, which notice shall (i) identify all the City's material breaches of this Contract upon which the termination is based and (ii) state what the City must do to cure such material breaches. Contractor's notice of termination shall only be effective (i) if the City does not cure all material breaches within the thirty (30) day notice period or (ii) in the case of material breaches that cannot be cured within thirty (30) days, the City does not, within the thirty (30) day notice period, notify the Contractor of its intent to cure and begin with due diligence to cure the material breach.

3) Notwithstanding the foregoing, this Contract may be terminated immediately upon written notice to the Contractor (i) if the Contractor becomes unable to perform the services contracted for, as determined by the City; (ii) if, during the term of this Contract, the Contractor is suspended or debarred by the City; or (iii) the Contract is terminated pursuant to Paragraph 5, "Appropriations," of this Contract.

C. Liability. Except as otherwise expressly allowed or provided under this Contract, the City's sole liability upon termination shall be to pay for acceptable work performed prior to the Contractor's receipt or issuance of a notice of termination; provided, however, that a notice of termination shall not nullify or otherwise affect either party's liability for pre-termination defaults under or breaches of this Contract. The Contractor shall submit an invoice for such work within thirty (30) days of receiving or sending the notice of termination. *THIS PROVISION IS NOT EXCLUSIVE AND DOES NOT WAIVE THE CITY'S OTHER LEGAL RIGHTS AND REMEDIES CAUSED BY THE CONTRACTOR'S DEFAULT/BREACH*

OF THIS CONTRACT.

5. Appropriations

The terms of this Contract are contingent upon sufficient appropriations and authorization being made by the Governing Body for the performance of this Contract. If sufficient appropriations and authorization are not made by the Governing Body, this Contract shall terminate immediately upon written notice being given by the City to the Contractor. The City's decision as to whether sufficient appropriations are available shall be accepted by the Contractor and shall be final. If the City proposes an amendment to the Contract to unilaterally reduce funding, the Contractor shall have the option to terminate the Contract or to agree to the reduced funding, within thirty (30) days of receipt of the proposed amendment.

6. Status of Contractor

The Contractor and its agents and employees are independent contractors performing construction services for the City and are not employees of the City. The Contractor and its agents and employees shall not accrue leave, retirement, insurance, bonding, use of City vehicles, or any other benefits afforded to employees of the City as a result of this Contract. The Contractor acknowledges that all sums received hereunder are reportable by the Contractor for tax purposes, including without limitation, self-employment and business income tax. The Contractor agrees not to purport to bind the City unless the Contractor has express written authority to do so, and then only within the strict limits of that authority.

7. Construction Contract Performance and Payment Bond

A. When a construction contract is awarded in excess of twenty-five thousand dollars ($25,000), the following bonds or security shall be delivered to the City and shall become binding on the parties upon the execution of the contract. If the Contractor fails to deliver the required performance and payment bonds, the Contractor's bid shall be rejected, its bid security shall be enforced to the extent of actual damages. Award of the contract shall be made pursuant to the Procurement Code in the following manner:

(1) a performance bond satisfactory to the City, executed by a surety company authorized to do business in this state and said surety to be approved in federal circular 570 as published by the United States treasury department or the state board of finance or the local governing authority, in an amount equal to one hundred percent of the price specified in the contract; and

(2) a payment bond satisfactory to the City, executed by a surety company authorized to do business in this state and said surety to be approved in federal circular 570 as published by the United States treasury department or the state board of finance or the local governing authority, in an amount equal to one hundred percent of the price specified in the contract, for the protection of all persons supplying labor and material to the contractor or its subcontractors for the performance of the work provided for in the contract.

B. A subcontractor shall provide a performance and payment bond on a public works building project if the subcontractor's contract for work to be performed on a project is one hundred twenty-five thousand dollars ($125,000) or more.

8. Assignment

The Contractor shall not assign or transfer any interest in this Contract or assign any claims for money due or to become due under this Contract without the prior written approval of the City.

9. Subcontracting

The Contractor shall not subcontract any portion of the services to be performed under this Contract

without the prior written approval of the City. No such subcontract shall relieve the primary Contractor from its obligations and liabilities under this Contract, nor shall any subcontract obligate direct payment from the City.

10. Release

Final payment of the amounts due under this Contract shall operate as a release of the City, its officers and employees from all liabilities, claims and obligations whatsoever arising from or under this Contract.

11. Confidentiality

Any confidential information provided to or developed by the Contractor in the performance of this Contract shall be kept confidential and shall not be made available to any individual or organization by the Contractor without the prior written approval of the City.

12. Product of Service -- Copyright

All materials developed or acquired by the Contractor under this Contract shall become the property of the City and shall be delivered to the City no later than the termination date of this Contract. Nothing developed or produced, in whole or in part, by the Contractor under this Contract shall be the subject of an application for copyright or other claim of ownership by or on behalf of the Contractor.

13. Conflict of Interest; Governmental Conduct Act

A. The Contractor represents and warrants that it presently has no interest and, during the term of this Contract, shall not acquire any interest, direct or indirect, which would conflict in any manner or degree with the performance or services required under the Contract.

B. The Contractor further represents and warrants that it has complied with, and, during the term of this Contract, will continue to comply with, and that this Contract complies with all applicable provisions of the Governmental Conduct Act, Chapter 10, Article 16 NMSA 1978.

C. Contractor's representations and warranties in Paragraphs A and B of this Article 12 are material representations of fact upon which the City relied when this Contract was entered into by the parties. Contractor shall provide immediate written notice to the City if, at any time during the term of this Contract, Contractor learns that Contractor's representations and warranties in Paragraphs A and B of this Article 12 were erroneous on the effective date of this Contract or have become erroneous by reason of new or changed circumstances. If it is later determined that Contractor's representations and warranties in Paragraphs A and B of this Article 12 were erroneous on the effective date of this Contract or have become erroneous by reason of new or changed circumstances, in addition to other remedies available to the City and notwithstanding anything in the Contract to the contrary, the City may immediately terminate the Contract.

D. All terms defined in the Governmental Conduct Act have the same meaning in this section.

14. Amendment

A. This Contract shall not be altered, changed or amended except by instrument in writing executed by the parties hereto and all other required signatories.

B. If the City proposes an amendment to the Contract to unilaterally reduce funding due to budget or other considerations, the Contractor shall, within thirty (30) days of receipt of the proposed Amendment,

have the option to terminate the Contract, pursuant to the termination provisions as set forth in Article 4 herein, or to agree to the reduced funding.

15. Change Orders

A. Changes. The Contractor may only make changes or revisions within the Scope of Work as defined by Article 1 and/or Exhibit 1 after receipt of written approval by the City Manager or his/her designee. Such change may only be made to Tasks or Sub-Task as defined in the Scope of Work. Under no circumstance shall such change affect the:

1) Deliverable requirements, as outlined in the Scope of Work;
2) Due date of any Deliverable, as outlined in the Scope of Work;
3) Compensation of any Deliverable, as outlined in the Scope of Work;
4) Contract compensation, as outlined in Article 2; or
5) Contract termination, as outlined in Article 4.

B. Change Request Process. In the event that circumstances warrant a change to accomplish the Scope of Work as described above, a Change Request shall be submitted that meets the following criteria:

1) The Project Manager shall draft a written Change Request for review and approval by the City Manager to include:
   (a) the name of the person requesting the change;
   (b) a summary of the required change;
   (c) the start date for the change;
   (d) the reason and necessity for change;
   (e) the elements to be altered; and
   (f) the impact of the change.

2. The City Manager shall provide a written decision on the Change Request to the Contractor within a maximum of ten (10) Business Days of receipt of the Change Request. All decisions made by the City Manager are final. Change Requests, once approved, become a part of the Contract, and become binding as a part of the original Contract.

16. Merger

This Contract incorporates all the agreements, covenants, and understandings between the parties hereto concerning the subject matter hereof, and all such covenants, agreements and understandings have been merged into this written contract.

This Contract is issued against the state or agency Master Agreement, established and maintained by the State of New Mexico, SWPA 30-00000-23-00084, HVAC and Plumbing Services - Statewide, and through this language hereby incorporates this Contract by reference and is included in the order of precedence.

No prior Agreement or understanding, oral or otherwise, of the parties or their agents shall be valid or enforceable unless embodied in this Contract.

17. Penalties for violation of law

NMSA 1978, sections 13-1-28 through 13-1-199, imposes civil and criminal penalties for its violation. In addition, the New Mexico criminal statutes impose felony penalties for illegal bribes, gratuities and kickbacks.

18. Equal Opportunity Compliance

The Contractor agrees to abide by all federal and state laws and rules and regulations, and Santa Fe City Code, pertaining to equal employment opportunity. In accordance with all such laws of the State of New Mexico, the Contractor assures that no person in the United States shall, on the grounds of race, religion, color, national origin, ancestry, sex, age, physical or mental handicap, or serious medical condition, spousal affiliation, sexual orientation or gender identity, be excluded from employment with or participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity performed under this Contract. If Contractor is found not to be in compliance with these requirements during the life of this Contract, Contractor agrees to take appropriate steps to correct these deficiencies.

19. Applicable Law

The laws of the State of New Mexico shall govern this Contract, without giving effect to its choice of law provisions. Venue shall be proper only in a New Mexico court of competent jurisdiction in accordance with NMSA 1978, section 38-3-2. By execution of this Contract, Contractor acknowledges and agrees to the jurisdiction of the courts of the State of New Mexico over any and all lawsuits arising under or out of any term of this Contract.

20. Workers Compensation

The Contractor agrees to comply with state laws and rules applicable to workers compensation benefits for its employees. If the Contractor fails to comply with the Workers Compensation Act and applicable rules when required to do so, this Contract may be terminated by the City.

21. Other Insurance

If the services contemplated under this Contract will be performed on or in City facilities or property, Contractor shall maintain in force during the entire term of this Contract, the following insurance coverage(s), naming the City as additional insured.

A. **Commercial General Liability** insurance shall be written on an occurrence basis and be a broad as ISO Form CG 00 01 with limits not less than $2,000,000 per occurrence and $2,000,000 in the aggregate for claims against bodily injury, personal and advertising injury, and property damage. Said policy shall include broad form Contractual Liability coverage and be endorsed to name the City of Santa Fe their officials, officers, employees, and agents as additional insureds.

B. **Business Automobile Liability** insurance for all owned, non-owned automobiles, with a combined single limit not less than $1,000,000 per accident.

C. **Broader Coverage and Limits**. The insurance requirements under this Contract shall be the greater of (1) the minimum coverage and limits specified in this Contract, or (2) the broader coverage and maximum limits of coverage of any insurance policy or proceeds available to the Named Insured. It is agreed that these insurance requirements shall not in any way act to reduce coverage that is broader or that includes higher limits than the minimums required herein. No representation is made that the

minimum insurance requirements of this Contract are sufficient to cover the obligations of Contractor hereunder.

D. Contractor shall maintain the above insurance for the term of this Contract and name the City as an additional insured and provide for 30 days cancellation notice on any Certificate of Insurance form furnished by Contractor. Such certificate shall also specifically state the coverage provided under the policy is primary over any other valid and collectible insurance and provide a waiver of subrogation.

22. Records and Financial Audit

The Contractor shall maintain detailed time and expenditure records that indicate the date; time, nature and cost of services rendered during the Contract's term and effect and retain them for a period of three (3) years from the date of final payment under this Contract. The records shall be subject to inspection by the City. The City shall have the right to audit billings both before and after payment. Payment under this Contract shall not foreclose the right of the City to recover excessive or illegal payments

23. Indemnification

The Contractor shall defend, indemnify and hold harmless the City from all actions, proceeding, claims, demands, costs, damages, attorneys' fees and all other liabilities and expenses of any kind from any source which may arise out of the performance of this Contract, caused by the negligent act or failure to act of the Contractor, its officers, employees, servants, subcontractors or agents, or if caused by the actions of any client of the Contractor resulting in injury or damage to persons or property during the time when the Contractor or any officer, agent, employee, servant or subcontractor thereof has or is performing services pursuant to this Contract. In the event that any action, suit or proceeding related to the services performed by the Contractor or any officer, agent, employee, servant or subcontractor under this Contract is brought against the Contractor, the Contractor shall, as soon as practicable but no later than two (2) days after it receives notice thereof, notify the legal counsel of the City.

24. New Mexico Tort Claims Act

Any liability incurred by the City of Santa Fe in connection with this Contract is subject to the immunities and limitations of the New Mexico Tort Claims Act, Section 41-4-1, et. seq. NMSA 1978, as amended. The City and its "public employees" as defined in the New Mexico Tort Claims Act, do not waive sovereign immunity, do not waive any defense and do not waive any limitation of liability pursuant to law. No provision in this Contract modifies or waives any provision of the New Mexico Tort Claims Act.

25. Invalid Term or Condition

If any term or condition of this Contract shall be held invalid or unenforceable, the remainder of this Contract shall not be affected and shall be valid and enforceable.

26. Enforcement of Contract

A party's failure to require strict performance of any provision of this Contract shall not waive or diminish that party's right thereafter to demand strict compliance with that or any other provision. No waiver by a party of any of its rights under this Contract shall be effective unless express and in writing, and no effective waiver by a party of any of its rights shall be effective to waive any other rights.

27. Notices

Any notice required to be given to either party by this Contract shall be in writing and shall be delivered

in person, by courier service or by U.S. mail, either first class or certified, return receipt requested, postage prepaid, as follows:

To the City:
Sebastian Gallegos, Project Administror
City of Santa Fe
Santa Fe Regional Airport
121 Aviation Drive, Santa Fe, NM 87507
505-695-3538
sfgallegos@santafenm.gov

To the Contractor:
Richard Baker, HVAC Manager
TLC Santa Fe LLC.
2532 CAMINO ENTRADA, SANTA FE NM 87507
505-362-7465
rbaker@tlcplumbing.com

28. Authority

If Contractor is other than a natural person, the individual(s) signing this Contract on behalf of Contractor represents and warrants that he or she has the power and authority to bind Contractor, and that no further action, resolution, or approval from Contractor is necessary to enter into a binding contract.

29. Progress Payments

Based upon Application for Payment submitted to the City by the Contractor and Certificates for Payment issued by the City, the City shall make progress payments on account of the Contract sum to the Contractor as provided in the Contract documents for the period ending the last day of the month as follows:

Not later than twenty-one (21) days following the end of the period covered by the Application for Payment, one hundred percent (100%) of the portion of the Contract Sum properly allocable to labor, materials, and equipment incorporated in the work and one hundred percent (100%) of the portion of the Contract sum properly allocable to materials and equipment suitably stored at the site or some other location agreed upon in writing for the period covered by the Application for Payment, less the aggregate of previous payments made by the City; and upon substantial completion of the entire work, a sum sufficient to increase the total payments to one hundred percent (100%) of the Contract sum, less such amounts as the City shall determine for all incomplete work and unsettled claims as provided in the Contract documents.

30. Final Payment

Final payment, constituting the entire unpaid balance of the Contract sum, unless it is a disputed payment, shall be paid by the City to the Contractor within twenty-one (21) calendar days, after all deficiencies to the Contract document that were noted during the Substantial Completion Inspection and listed on the attachment to the Certificate of Substantial Completion have been corrected, and provided the Contract has been fully performed and a final Certificate for Payment has been issued by the City. In addition, the Contractor shall provide to the City a certified statement of Release of Lien (AIA Document G706A or approved form), Consent of Surety,

Warranty from Prime Contractor, Warranties from Suppliers and Manufacturers, training sessions, equipment/operating manuals, and as-built drawings.

31. Schedule

The Contractor shall, within five (5) days after the effective date of Notice to Proceed, prepare and submit a progress schedule covering project operations for the 30-day Contract period. This progress schedule shall be of the type generally referred to as a Critical Path Method (CPM), Critical Path Schedule (CPS), and Critical Path Analysis (CPA), and other similar designations. The CPM shall be used to control the timing and sequences of the project. All work shall be done in accordance with the CPM Planning and Scheduling. A written statement of explanation shall be submitted with the progress schedule. All costs incurred by the contractor to implement the CPM shall be borne by the Contractor and are part of their Contract.

32. General and Special Provisions

A. Terms used in this Contract which are defined in the Conditions of the Contract shall have the meanings designated in those Conditions.

B. An enumeration of the Contractor's General Comprehensive Liability Insurance requirements appears in the General Conditions of the Contract for construction. Insurance requirements are also described in the Instructions to the Bidder section of the Project Manual. Contractor shall maintain adequate insurance in at least the maximum amounts, which the City could be liable under the New Mexico Tort Claims Act and shall provide proof of such insurance coverage to the City. It is the sole responsibility of the Contractor to comply with the law.

C. This Contract shall not become effective until: (1) approved by the Governing Body; and (2) signed by all parties required to sign this Contract.

D. The Contractor shall maintain detailed time records which indicate the date, time and nature of services rendered. These records shall be subject to inspection by the City, the Department of Finance and Administration and the State Auditor. The City shall have the right to audit billings both before and after payment. Payment under this Contract shall not foreclose the right of the City to recover excessive illegal payments.

E. The Contractor warrants that the Contractor presently has no interest and shall not acquire any interest, direct or indirect, which would conflict in any manner or degree with the performance or services required under this Contract.

F. The Contractor hereby warrants that the Contractor complies with the Americans with Disabilities Act, 29 CFR 1630.

G. Gender, Singular/Plural. Words of any gender used in this Contract shall be held and construed to include any other gender, and words in the singular number shall be held to include the plural, unless the context otherwise requires.

H. Captions and Section Headings. The captions and section headings contained in this Contract are for convenience of reference only, and in no way limit, define, or enlarge the terms, scope, and conditions of this Contract.

I. Certificates and Documents Incorporated. All certificates and documentation required by the provisions of the Contract shall be attached to this Contract at the time of execution and are hereby incorporated by reference as though set forth in full in this Contract to the extent they are consistent with its conditions and terms.

J. Separability. If any clause or provision of this Contract is illegal, invalid or unenforceable under present or future laws effective during the term of this Contract, then and in that event, it is the intention of the parties hereto that the remainder of this Contract shall not be affected thereby.

K. Words and Phrases. Words, phrases, and abbreviations, which have well-known technical or trade meanings used in the Contract documents shall be used according to such recognized meaning. In the event of a conflict, the more stringent meaning shall govern.

L. Relationship of Contract Documents. The Contract Documents are complementary, and any requirement of one Contract Document shall be as binding as if required by all.

M. Pursuant to NMSA 1978, section 13-1-191, reference is hereby made to the Criminal Laws of New Mexico (including NMSA 1978, sections 30-14-1, 30-24-2, and 30-41-1 through 30-41-3) which prohibit bribes, kickbacks, and gratuities, violation of which constitutes a felony. Further, the Procurement Code (NMSA 1978, sections 13-1-28 through 13-1-199) imposes civil and criminal penalties for its violation.

N. Pursuant to NMSA 1978, section 13-4-11. Reference is hereby made to the Minimum Wage on Public Works; weekly payments; posting wage scale; withholding funds.

IN WITNESS WHEREOF, the Parties have executed this Contract as of the date of the signature by the required approval authorities below.

CITY OF SANTA FE:

_____
ALLAN WEBBER, CITY MAYOR

DATE: _____

CONTRACTOR:

Richard Baker (Apr 3, 2025 10:44 MDT)
RICHARD BAKER, HVAC MANAGER

DATE: Apr 3, 2025

NMBTIN#: 47-2353876

ATTEST:

_____
CITY CLERK

CITY ATTORNEY'S OFFICE:

Kevin L. Nault
Kevin L. Nault (Apr 3, 2025 11:09 MDT)
ASSISTANT CITY ATTORNEY

APPROVED FOR FINANCES:

_____
FINANCE DIRECTOR

THE AMERICAN INSTITUTE OF ARCHITECTS

Executed One (1) Original bond

Bond No. 7901244696

AIA Document A312

Performance Bond

Any singular reference to Contractor, Surety, Owner or other party shall be considered plural where applicable.

CONTRACTOR (Name and Address):

TLC Santa Fe, LLC
2532 Camino Entrada
Santa Fe, NM 87507

SURETY (Name and Principal Place of Business):

Nationwide Mutual Insurance Company
One West Nationwide Blvd., 1-14-301
Columbus, OH 43215-2220

OWNER (Name and Address):

City of Santa Fe
PO Box 909
Santa Fe, NM 87504-0909

CONSTRUCTION CONTRACT

Date:
Amount: ($ 397,977.46) Three Hundred Ninety Seven Thousand Nine Hundred Seventy Seven Dollars and 46/100
Description (Name and Location): Replacement of six (6) existing air handlers with Heil/ICP refrigerated air units, Quote #Q60954-2; Santa Fe, NM.

BOND

Date (Not earlier than Construction Contract Date): March 31, 2025
Amount: ($ 397,977.46) Three Hundred Ninety Seven Thousand Nine Hundred Seventy Seven Dollars and 46/100
Modifications to this Bond: ☒ None ☐ See Page 3

CONTRACTOR AS PRINCIPAL
Company: (Corporate Seal)
TLC Santa Fe, LLC
Signature: Stacey Habedank
Name and Title:
Stacey Habedank Office Manager
(Any additional signatures appear on page 3)

SURETY
Company: (Corporate Seal)
Nationwide Mutual Insurance Company
Signature:
Name and Title: David C. Mitchie
Attorney-in-Fact

NATIONWIDE MUTUAL INSURANCE COMPANY SEAL SURETY USE ONLY COLUMBUS, OH

(FOR INFORMATION ONLY—Name, Address and Telephone)

AGENT or BROKER:
HUB International Insurance Services, Inc
P.O. Box 3135
Albuquerque, NM 87190-3135
505-828-4000

OWNER'S REPRESENTATIVE (Architect, Engineer or other party):

1 The Contractor and the Surety, jointly and severally, bind themselves, their heirs, executors, administrators, successors and assigns to the Owner for the performance of the Construction Contract, which is incorporated herein by reference.

2 If the Contractor performs the Construction Contract, the Surety and the Contractor shall have no obligation under this Bond, except to participate in conferences as provided in Subparagraph 3.1.

3 If there is no Owner Default, the Surety's obligation under this Bond shall arise after:

3.1 The Owner has notified the Contractor and the Surety at its address described in Paragraph 10 below that the Owner is considering declaring a Contractor Default and has requested and attempted to arrange a conference with the Contractor and the Surety to be held not later than fifteen days after receipt of such notice to discuss methods of performing the Construction Contract. If the Owner, the Contractor and the Surety agree, the Contractor shall be allowed a reasonable time to perform the Construction Contract, but such an agreement shall not waive the Owner's right, if any, subsequently to declare a Contractor Default; and

3.2 The Owner has declared a Contractor Default and formally terminated the Contractor's right to complete the contract. Such Contractor Default shall not be declared earlier than twenty days after the Contractor and the Surety have received notice as provided in Subparagraph 3.1; and

3.3 The Owner has agreed to pay the Balance of the Contract Price to the Surety in accordance with the terms of the Construction Contract or to a contractor selected to perform the Construction Contract in accordance with the terms of the contract with the Owner.

4 When the Owner has satisfied the conditions of Paragraph 3, the Surety shall promptly and at the Surety's expense take one of the following actions:

4.1 Arrange for the Contractor, with consent of the Owner, to perform and complete the Construction Contract; or

4.2 Undertake to perform and complete the Construction Contract itself, through its agents or through independent contractors; or

4.3 Obtain bids or negotiated proposals from qualified contractors acceptable to the Owner for a contract for performance and completion of the Construction Contract, arrange for a contract to be prepared for execution by the Owner and the contractor selected with the Owner's concurrence, to be secured with performance and payment bonds executed by a qualified surety equivalent to the bonds issued on the Construction Contract, and pay to the Owner the amount of damages as described in Paragraph 6 in excess of the Balance of the Contract Price incurred by the Owner resulting from the Contractor's default; or

4.4 Waive its right to perform and complete, arrange for completion, or obtain a new contractor and with reasonable promptness under the circumstances:

.1 After investigation, determine the amount for which it may be liable to the Owner and, as soon as practicable after the amount is determined, tender payment therefor to the Owner; or

.2 Deny liability in whole or in part and notify the Owner citing reasons therefor.

5 If the Surety does not proceed as provided in Paragraph 4 with reasonable promptness, the Surety shall be deemed to be in default on this Bond fifteen days after receipt of an additional written notice from the Owner to the Surety demanding that the Surety perform its obligations under this Bond, and the Owner shall be entitled to enforce any remedy available to the Owner. If the Surety proceeds as provided in Subparagraph 4.4, and the Owner refuses the payment tendered or the Surety has denied liability, in whole or in part, without further notice the Owner shall be entitled to enforce any remedy available to the Owner.

6 After the Owner has terminated the Contractor's right to complete the Construction Contract, and if the Surety elects to act under Subparagraph 4.1, 4.2, or 4.3 above, then the responsibilities of the Surety to the Owner shall not be greater than those of the Contractor under the Construction Contract, and the responsibilities of the Owner to the Surety shall not be greater than those of the Owner under the Construction Contract. To the limit of the amount of this Bond, but subject to commitment by the Owner of the Balance of the Contract Price to mitigation of costs and damages on the Construction Contract, the Surety is obligated without duplication for:

6.1 The responsibilities of the Contractor for correction of defective work and completion of the Construction Contract;

6.2 Additional legal, design professional and delay costs resulting from the Contractor's Default, and resulting from the actions or failure to act of the Surety under Paragraph 4; and

6.3 Liquidated damages, or if no liquidated damages are specified in the Construction Contract, actual damages caused by delayed performance or non-performance of the Contractor.

7 The Surety shall not be liable to the Owner or others for obligations of the Contractor that are unrelated to the Construction Contract, and the Balance of the Contract Price shall not be reduced or set off on account of any such unrelated obligations. No right of action shall accrue on this Bond to any person or entity other than the Owner or its heirs, executors, administrators or successors.

8 The Surety hereby waives notice of any change, including changes of time, to the Construction Contract or to related subcontracts, purchase orders and other obligations.

9 Any proceeding, legal or equitable, under this Bond may be instituted in any court of competent jurisdiction in the location in which the work or part of the work is located and shall be instituted within two years after Contractor Default or within two years after the Contractor ceased working or within two years after the Surety refuses or fails to perform its obligations under this Bond, whichever occurs first. If the provisions of this Paragraph are void or prohibited by law, the minimum period of limitation avail-

able to sureties as a defense in the jurisdiction of the suit shall be applicable.

10 Notice to the Surety, the Owner or the Contractor shall be mailed or delivered to the address shown on the signature page.

11 When this Bond has been furnished to comply with a statutory or other legal requirement in the location where the construction was to be performed, any provision in this Bond conflicting with said statutory or legal requirement shall be deemed deleted herefrom and provisions conforming to such statutory or other legal requirement shall be deemed incorporated herein. The intent is that this Bond shall be construed as a statutory bond and not as a common law bond.

12 DEFINITIONS

12.1 Balance of the Contract Price: The total amount payable by the Owner to the Contractor under the Construction Contract after all proper adjustments have been made, including allowance to the Contractor of any amounts received or to be received by the Owner in settlement of insurance or other claims for damages to which the Contractor is entitled, reduced by all valid and proper payments made to or on behalf of the Contractor under the Construction Contract.

12.2 Construction Contract: The agreement between the Owner and the Contractor identified on the signature page, including all Contract Documents and changes thereto.

12.3 Contractor Default: Failure of the Contractor, which has neither been remedied nor waived, to perform or otherwise to comply with the terms of the Construction Contract.

12.4 Owner Default: Failure of the Owner, which has neither been remedied nor waived, to pay the Contractor as required by the Construction Contract or to perform and complete or comply with the other terms thereof.

MODIFICATIONS TO THIS BOND ARE AS FOLLOWS:

(Space is provided below for additional signatures of added parties, other than those appearing on the cover page.)

CONTRACTOR AS PRINCIPAL		SURETY	
Company:	(Corporate Seal)	Company:	(Corporate Seal)
Signature: _____		Signature: _____	
Name and Title:		Name and Title:	
Address:		Address:	

THE AMERICAN INSTITUTE OF ARCHITECTS

Executed One (1) Original bond

Bond No. 7901244696

AIA Document A312

Payment Bond

Any singular reference to Contractor, Surety, Owner or other party shall be considered plural where applicable.

CONTRACTOR (Name and Address):

TLC Santa Fe, LLC
2532 Camino Entrada
Santa Fe, NM 87507

SURETY (Name and Principal Place of Business):

Nationwide Mutual Insurance Company
One West Nationwide Blvd., 1-14-301
Columbus, OH 43215-2220

OWNER (Name and Address):

City of Santa Fe
PO Box 909
Santa Fe, NM 87504-0909

CONSTRUCTION CONTRACT

Date:

Amount: ($397,977.46) Three Hundred Ninety Seven Thousand Nine Hundred Seventy Seven Dollars and 46/100

Description (Name and Location): Replacement of six (6) existing air handlers with Heil/ICP refrigerated air units, Quote #Q60954-2; Santa Fe, NM.

BOND

Date (Not earlier than Construction Contract Date): March 31, 2025

Amount: ($ 397,977.46) Three Hundred Ninety Seven Thousand Nine Hundred Seventy Seven Dollars and 46/100

Modifications to this Bond: ☒ None ☐ See Page 6

CONTRACTOR AS PRINCIPAL

Company: (Corporate Seal)

TLC Santa Fe, LLC

Signature: Stacey Habedank

Name and Title: Stacey Habedank Office Manager

(Any additional signatures appear on page 6)

SURETY

Company: (Corporate Seal)

Nationwide Mutual Insurance Company

Signature:

Name and Title: David C. Mitchie
Attorney-in-Fact

SEAL

(FOR INFORMATION ONLY—Name, Address and Telephone)

AGENT or BROKER:

HUB International Insurance Services, Inc
P.O. Box 3135
Albuquerque, NM 87190-3135
505-828-4000

OWNER'S REPRESENTATIVE (Architect, Engineer or other party):

1 The Contractor and the Surety, jointly and severally, bind themselves, their heirs, executors, administrators, successors and assigns to the Owner to pay for labor, materials and equipment furnished for use in the performance of the Construction Contract, which is incorporated herein by reference.

2 With respect to the Owner, this obligation shall be null and void if the Contractor:

2.1 Promptly makes payment, directly or indirectly, for all sums due Claimants, and

2.2 Defends, indemnifies and holds harmless the Owner from claims, demands, liens or suits by any person or entity whose claim, demand, lien or suit is for the payment for labor, materials or equipment furnished for use in the performance of the Construction Contract, provided the Owner has promptly notified the Contractor and the Surety (at the address described in Paragraph 12) of any claims, demands, liens or suits and tendered defense of such claims, demands, liens or suits to the Contractor and the Surety, and provided there is no Owner Default.

3 With respect to Claimants, this obligation shall be null and void if the Contractor promptly makes payment, directly or indirectly, for all sums due.

4 The Surety shall have no obligation to Claimants under this Bond until:

4.1 Claimants who are employed by or have a direct contract with the Contractor have given notice to the Surety (at the address described in Paragraph 12) and sent a copy, or notice thereof, to the Owner, stating that a claim is being made under this Bond and, with substantial accuracy, the amount of the claim.

4.2 Claimants who do not have a direct contract with the Contractor:

.1 Have furnished written notice to the Contractor and sent a copy, or notice thereof, to the Owner, within 90 days after having last performed labor or last furnished materials or equipment included in the claim stating, with substantial accuracy, the amount of the claim and the name of the party to whom the materials were furnished or supplied or for whom the labor was done or performed; and

.2 Have either received a rejection in whole or in part from the Contractor, or not received within 30 days of furnishing the above notice any communication from the Contractor by which the Contractor has indicated the claim will be paid directly or indirectly; and

.3 Not having been paid within the above 30 days, have sent a written notice to the Surety (at the address described in Paragraph 12) and sent a copy, or notice thereof, to the Owner, stating that a claim is being made under this Bond and enclosing a copy of the previous written notice furnished to the Contractor.

5 If a notice required by Paragraph 4 is given by the Owner to the Contractor or to the Surety, that is sufficient compliance.

6 When the Claimant has satisfied the conditions of Paragraph 4, the Surety shall promptly and at the Surety's expense take the following actions:

6.1 Send an answer to the Claimant, with a copy to the Owner, within 45 days after receipt of the claim, stating the amounts that are undisputed and the basis for challenging any amounts that are disputed.

6.2 Pay or arrange for payment of any undisputed amounts.

7 The Surety's total obligation shall not exceed the amount of this Bond, and the amount of this Bond shall be credited for any payments made in good faith by the Surety.

8 Amounts owed by the Owner to the Contractor under the Construction Contract shall be used for the performance of the Construction Contract and to satisfy claims, if any, under any Construction Performance Bond. By the Contractor furnishing and the Owner accepting this Bond, they agree that all funds earned by the Contractor in the performance of the Construction Contract are dedicated to satisfy obligations of the Contractor and the Surety under this Bond, subject to the Owner's priority to use the funds for the completion of the work.

9 The Surety shall not be liable to the Owner, Claimants or others for obligations of the Contractor that are unrelated to the Construction Contract. The Owner shall not be liable for payment of any costs or expenses of any Claimant under this Bond, and shall have under this Bond no obligations to make payments to, give notices on behalf of, or otherwise have obligations to Claimants under this Bond.

10 The Surety hereby waives notice of any change, including changes of time, to the Construction Contract or to related subcontracts, purchase orders and other obligations.

11 No suit or action shall be commenced by a Claimant under this Bond other than in a court of competent jurisdiction in the location in which the work or part of the work is located or after the expiration of one year from the date (1) on which the Claimant gave the notice required by Subparagraph 4.1 or Clause 4.2.3, or (2) on which the last labor or service was performed by anyone or the last materials or equipment were furnished by anyone under the Construction Contract, whichever of (1) or (2) first occurs. If the provisions of this Paragraph are void or prohibited by law, the minimum period of limitation available to sureties as a defense in the jurisdiction of the suit shall be applicable.

12 Notice to the Surety, the Owner or the Contractor shall be mailed or delivered to the address shown on the signature page. Actual receipt of notice by Surety, the Owner or the Contractor, however accomplished, shall be sufficient compliance as of the date received at the address shown on the signature page.

13 When this Bond has been furnished to comply with a statutory or other legal requirement in the location where the construction was to be performed, any provision in this Bond conflicting with said statutory or legal requirement shall be deemed deleted herefrom and provisions conforming to such statutory or other legal requirement shall be deemed incorporated herein. The intent is that this

Bond shall be construed as a statutory bond and not as a common law bond.

14 Upon request by any person or entity appearing to be a potential beneficiary of this Bond, the Contractor shall promptly furnish a copy of this Bond or shall permit a copy to be made.

15 DEFINITIONS

15.1 Claimant: An individual or entity having a direct contract with the Contractor or with a subcontractor of the Contractor to furnish labor, materials or equipment for use in the performance of the Contract. The intent of this Bond shall be to include without limitation in the terms "labor, materials or equipment" that part of water, gas, power, light, heat, oil, gasoline, telephone service or rental equipment used in the Construction Contract, architectural and engineering services required for performance of the work of the Contractor and the Contractor's subcontractors, and all other items for which a mechanic's lien may be asserted in the jurisdiction where the labor, materials or equipment were furnished.

15.2 Construction Contract: The agreement between the Owner and the Contractor identified on the signature page, including all Contract Documents and changes thereto.

15.3 Owner Default: Failure of the Owner, which has neither been remedied nor waived, to pay the Contractor as required by the Construction Contract or to perform and complete or comply with the other terms thereof.

MODIFICATIONS TO THIS BOND ARE AS FOLLOWS:

(Space is provided below for additional signatures of added parties, other than those appearing on the cover page.)

CONTRACTOR AS PRINCIPAL		SURETY	
Company:	(Corporate Seal)	Company:	(Corporate Seal)
Signature:		Signature:	
Name and Title:		Name and Title:	
Address:		Address:	

Power of Attorney

KNOW ALL MEN BY THESE PRESENTS THAT:

Nationwide Mutual Insurance Company, an Ohio corporation

hereinafter referred to severally as the "Company" and collectively as "the Companies" does hereby make, constitute and appoint:

David C. Mitchie

each in their individual capacity, its true and lawful attorney-in-fact, with full power and authority to sign, seal, and execute on its behalf on the date thereof any and all: (i)bonds and undertakings; (ii) Proposal Bonds; (ii) Letters of Surety; (iv) Consent of Surety; and (v) other obligatory instruments of similar nature, in penalties not exceeding the sum of

UNLIMITED

Surety Bond Number: 7901244696
Principal: TLC Santa Fe, LLC
Obligee: City of Santa Fe

and to bind the Company thereby, as fully and to the same extent as if such instruments were signed by the duly authorized officers of the Company; and all acts of said Attorney pursuant to the authority given are hereby ratified and confirmed.

This power of attorney is made and executed pursuant to and by authority of the following resolution duly adopted by the board of directors of the Company:

"RESOLVED, that the president, or any vice president be, and each hereby is, authorized and empowered to appoint attorneys-in-fact of the Company, and to authorize them to execute and deliver on behalf of the Company any and all bonds, forms, applications, memorandums, undertakings, recognizances, transfers, contracts of indemnity, policies, contracts guaranteeing the fidelity of persons holding positions of public or private trust, and other writings obligatory in nature that the business of the Company may require; and to modify or revoke, with or without cause, any such appointment or authority; provided, however, that the authority granted hereby shall in no way limit the authority of other duly authorized agents to sign and countersign any of said documents on behalf of the Company."

"RESOLVED FURTHER, that such attorneys-in-fact shall have full power and authority to execute and deliver any and all such documents and to bind the Company subject to the terms and limitations of the power of attorney issued to them, and to affix the seal of the Company thereto; provided, however, that said seal shall not be necessary for the validity of any such documents."

This power of attorney is signed and sealed under and by the following bylaws duly adopted by the board of directors of the Company.

Execution of Instruments. Any vice president, any assistant secretary or any assistant treasurer shall have the power and authority to sign or attest all approved documents, instruments, contracts, or other papers in connection with the operation of the business of the company in addition to the chairman of the board, the chief executive officer, president, treasurer or secretary; provided, however, the signature of any of them may be printed, engraved, or stamped on any approved document, contract, instrument, or other papers of the Company.

IN WITNESS WHEREOF, the Company has caused this instrument to be sealed and duly attested by the signature of its officer the 1st day of April, 2024.

Antonio C. Albanese, **Vice President** of Nationwide Mutual Insurance Company

ACKNOWLEDGMENT

STATE OF NEW YORK COUNTY OF KINGS: ss
On this 1st day of April, 2024, before me came the above-named officer for the Company aforesaid, to me personally known to be the officer described in and who executed the preceding instrument, and he acknowledged the execution of the same, and being by me duly sworn, deposes and says, that he is the officer of the Company aforesaid, that the seal affixed hereto is the corporate seal of said Company, and the said corporate seal and his signature were duly affixed and subscribed to said instrument by the authority and direction of said Company.

Sharon Laburda
Notary Public, State of New York
No. 01LA6427697
Qualified in Kings County
Commission Expires January 3, 2026

Notary Public
My Commission Expires
January 3, 2026

CERTIFICATE

I, Lezlie F. Chimienti, Assistant Secretary of the Company, do hereby certify that the foregoing is a full, true and correct copy of the original power of attorney issued by the Company; that the resolution included therein is a true and correct transcript from the minutes of the meetings of the boards of directors and the same has not been revoked or amended in any manner; that said Antonio C. Albanese was on the date of the execution of the foregoing power of attorney the duly elected officer of the Company, and the corporate seal and his signature as officer were duly affixed and subscribed to the said instrument by the authority of said board of directors; and the foregoing power of attorney is still in full force and effect.

IN WITNESS WHEREOF, I have hereunto subscribed my name as Assistant Secretary, and affixed the corporate seal of said Company this 31st day of March, 2025.

Assistant Secretary

BDJ 1(04-24)00

CITY OF SANTA FE

The Purchasing Memo

Date: February 17, 2025

To: Mark Scott, City Manager Mark Scott (Mar 4, 2025 11:39 MST)

From: LeRoy Alvarado, Interim Facility Manager LA

Via: Micheal Dozier, Waste Management Division MD

Subject: JWC Grinders and Controls Replacements (sole source)

Vendor Name: TW Associates dba Misco Water

Munis Vendor Number: 6083

ITEM AND ISSUE:

Wastewater management Division] respectfully requests your review and approval of a Sole Source purchase in the total amount of $119,949 including tax for the installation of 1 JWC Grinder and 2 panels for a term of 3 months with TW Associates dba Misco Water.

Request for Approval of a Budget Adjustment Resolution (BAR) in the Total Amount of $119,949 from Cash Fund 500 to Repair and Maintenance System Equipment.

CONTRACT NUMBER:

n/a

BACKGROUND AND SUMMARY:

TW Associates is the sole representative and provider for JWC Environmental INC equipment. Which is the original Manufacture of the 30004T-1200-DI Muffin Monster Grinder. This equipment grinds up large debris prior to it going into the Anaerobic Digester to prevent debris from hanging up on internal piping and mixing devices inside the chamber. If excessive amounts of debris accumulate the pumping systems have the potential to fail or plug which may require the digester to be shut down and emptied to access the chamber to remove large deposits of debris. Currently the bypass piping is open to keep flow moving to their respective process. Having the bypass open allows large debris to pass through into the pumping systems intakes which collects in front of the intake of the pumps which eventually plug the feed lines. Excessive blockages will ultimately cause permanent damage to the pumping systems, creating additional damage.

PRIOR APPROVA.LS AND SUPPORTING INFORMATION:

FUNDING SOURCE:

Fund Name/Number: Enterprise Fund/ 500

Munis Org Name/Number: WW Treatment Plant/5000367

Munis Object Name/Number: Repair and Maintenance System Equip/520150

Budget Officer / Designee: Andy Hopkins **Date:**

Budget Officer Comment/Exceptions: _____

PROCUREMENT METHOD:

The procurement method used was NMSA 1978, Section 13-1-126, Sole Source

Chief Procurement Officer (CPO) / Designee: _____ **Date:** _____

CPO Comment/Exceptions: _____

ASSOCIATED APPROVALS:

IT Components included? ☐ **Yes** | ☒ **No**

Approval: _____ **Title:** _____ **Date:** _____

Comment/Exceptions: _____

Vehicles included? ☐ **Yes** | ☐ **No**

Approval: _____ **Title:** _____ **Date:** _____

Comment/Exceptions: _____

Construction to City Facilities, Furniture, and/or Fixtures included? ☐ **Yes** | ☐ **No**

Approval: _____ **Title:** _____ **Date:** _____

Comment/Exceptions: _____

Is this an externally funded purchase? ☐ **Yes** | ☒ **No**

If yes, what is the issuing agency: _____

Approval: _____ **Title:** _____ **Date:** _____

Comment/Exceptions: _____

Is this a Capital Asset or Project? ☒ **Yes** | ☐ **No**

Project Ledger Number: _____

Approval: ~~Josie Bolden, Controller, 03032~~ **Title:** 5 _____ **Date:** _____

Josie Bolden, Controller, 030325 (Mar 3, 2025 12:59 MST)

Comment/Exceptions: _____

ATTACHMENTS:

Horizons declination
CPO Service Determination Email
Procurement document: Sole Source Determination
Vendor's Quote
Certificate of Liability Insurance (COI)

City of Santa Fe, New Mexico

SOLE SOURCE REQUEST AND DETERMINATION FORM

This Sole Source request form must be submitted to the Central Purchasing Division for authorization, determination, and processing by the Chief Procurement Officer (CPO).
Complete this form in its entirety!

Date: 12/24/2024 **Prepared By:** Leroy Alvarado

Email: lmalvarado@santafenm.gov **Phone #:** 505-469-5358

Description of Goods/Service to be Procured (short title):
JWC Environmental INC Grinder replacement

Vendor Name: TW Associates dba Misco Water

Address: 651 Corporate Circle #100

City: Golden **State:** CO **Zip Code:** 80401

Justification (choose from the drop down): Sole Vendor

Type of good/service (choose from the drop down): Tangible Goods

***Estimated Cost:** $119,949 **Term of Contract:** 3 months

*Tax is subject to change.

Quantity of the service:
example: 12 MONTHS, 15 LICENSES, ETC.
1 grinder with 2 control panels and installation

Conversion: To Requisition **Org / Object:** 5000367 - 520150

Place checkmarks to affirm you agree and have included these documents:

☒ **The vendor has affirmed sole source for the services, construction, or items of tangible personal property by providing a letter on company letterhead signed by leadership affirming they are the sole provider of the goods/services outlined in the scope of work, and documentation has been provided that due diligence was conducted to identify other possible vendors/contractors to provide the requested services/goods but proved unsuccessful.**
☒ **Itemized price quote from sole source vendor fully detailing costs for goods/services in scope of work. (Must state whether they are going to charge tax or not.)**
☐ **If contract value exceeds CM Approval Amount, include agenda item to present to 2 Committees and Governing Body.**

Place checkmarks to affirm this request aligns with each of the requirements in NMSA 1978, Section 13-1-126:

☒ There is only one source for the required service, construction, or item of tangible personal property.

☒ The service, construction, or item of tangible personal property is unique, and this uniqueness is substantially related to the intended purpose of the contract.

☒ Other similar services, construction, or items of tangible personal property cannot meet the intended purpose of the contract.

1. **Explain the purpose/need of purchase. Ensure to include a thorough scope of work for the services, construction, or item(s) of tangible personal property (if this is an amendment request to an existing contract, attach current contract).**
   -Please note that specifications cannot be narrowly drafted to preclude competition solely to allow award to a favored vendor.
   The purpose of this purchase is to replace the failed grinder in the Headworks Primary Pumping System and the Waste Activated Sludge (W.A.S.) system. Misco Water is the sole authorized representative and provider for JWC Environmental Inc., the original manufacturer of the 30004T-1200-DI Muffin Monster Grinder. The existing piping system is specifically designed to accommodate the dimensions of this equipment, and modifications to fit alternative grinder would be unfeasible.
   Currently, the bypass piping is open to maintain flow to the respective processes. However, this temporary measure allows large debris to bypass the grinder, leading to significant accumulation at the pump intakes, which blocks lines and risks permanent damage to the pumping systems. Immediate replacement of the grinder is essential to prevent further disruptions and damage to critical infrastructure.

   Scope of Work:
   1. Procure the 30004T-1200-DI Muffin Monster Grinder from Misco Water.
   2. Schedule and coordinate installation with the vendor' s authorized installers.
   3. Complete startup and commissioning of the new unit in collaboration with the vendor.

2. **Provide a detailed explanation of the criteria developed and specified by the department as necessary to perform and/or fulfill the contract.**

The department has determined that the 30004T-1200-DI Muffin Monster Grinder is the only suitable option for this replacement due to its compatibility with the existing infrastructure. This grinder is a replacement in kind, designed to seamlessly integrate into the facility without necessitating extensive modifications to the existing piping. Alternative grinders would require significant reconfiguration.

3. **Provide an explanation of the prospective vendor's unique qualifications, proprietary rights, or capabilities that make them the only source able to meet the intended purpose of the contract. Uniqueness should be fact-based and substantially related to the contract's purpose. Reasons should focus on factual uniqueness rather than statements such as "best" or "least costly" source.**

All grinder units at the facility are from the same manufacturer, ensuring consistency in maintenance and simplifying spare parts inventory management. When the units were initially installed, the deciding factor was

the unique capability of the 30004T-1200-DI Muffin Monster grinder to fit within the facility's tight spatial constraints. Selecting the same model for the replacement unit eliminates the need for significant piping modifications, which would otherwise be required to accommodate a different design. Given the facility's ongoing challenges in maintaining compliance and uninterrupted operations, this approach minimizes disruption and ensures a seamless resolution.

4. Explain why other similar professional services, services, construction, or item(s) of tangible personal property *cannot* meet the intended purpose of the contract.

Due to the specific design constraints of the grinding unit, alternative equipment cannot meet the facility's needs. Competing products are generally larger and designed for horizontal installation, which requires significantly more space. Unfortunately, the available footprint at this location is insufficient to accommodate such units. The unique configuration of the specified equipment is essential to ensure compatibility with the existing infrastructure.

City of Santa Fe, New Mexico

Approvals:
Based on the above facts, the City of Santa Fe Purchasing Officer has made the determination that the justification for a Sole Source procurement is in accordance with NMSA 1978, Section 13-1-126 and shall be posted for a 30-day period prior to award.

Travis Dutton-Leyda, CPO for the City of Santa Fe

Date: 01/07/2025

Department Approval by:

Jesse Roach, Interim PUD Department Director

Date: 01/07/2025

Pursuant to NMSA 1978, Section 13-1-126 Sole Source Procurement, the 30-day posting period of the Notice of Intent to Award this Sole Source request was met and no objections to the award to the above referenced vendor were received. ***This Sole Source determination will be valid for the term stated on the first page of this document.***

Travis Dutton-Leyda, CPO for the City of Santa Fe

Date: Feb 14, 2025

JWC Environmental
2850 S. Red Hill Ave.
Santa Ana, CA 92705
P: 949-833-3888
F: 949-833-8858
E: jwce@jwce.com

December 9, 2024

Leroy Alvarado
City of Santa Fe
Santa Fe, NM

Subject: Sole Source for JWC Environmental Equipment
Federal Tax ID #45-2771126

JWC Environmental is the inventor and owner of the Muffin Monster, Channel Monster, Auger Monster, Screenings Washer Monster, Honey Monster and Monster Screening Systems (Monster Bandscreen, Monster Chain and Rake, Monster Finescreen). We hold numerous patents and trademarks on these products. JWC Environmental is the sole manufacturer of these products and the exclusive source for service parts for this equipment.

JWC Environmental operates the only Service Centers that are factory authorized to perform repairs on Muffin Monster, Channel Monster, Auger Monster, Screenings Washer Monster, Honey Monster and Monster Screening Systems. The authorized distributor for The State of New Mexico is MiscoWater located in Tempe, AZ

Please feel free to contact me at *714-478-6759 or benw@jwce.com* if we can provide any additional information.

Sincerely,

Ben Wall
Regional Sales Manager, Aftermarket, West



Log # *{Finance use only}*:	
Journal # *{Finance use only}*:	

City of Santa Fe, New Mexico
BUDGET AMENDMENT RESOLUTION (BAR)

DEPARTMENT / DIVISION NAME	DATE
Public Utilities/Wastewater	8/28/2024

ITEM DESCRIPTION	ORG	OBJECT	PROJECT	INCREASE	DECREASE
EXPENDITURES				*{enter as positive #}*	*{enter as negative #}*
WW Treatment Plant/Repair and Maintenance Sys Equip	5000367	520150		$ 119,949.00	
REVENUES				*{enter as negative #}*	*{enter as positive #}*
				$ 119,949	$ -

JUSTIFICATION: *(use additional page if needed)*
--Attach supporting documentation/memo
To increase Repair and Maintenance Sys Equip for TW Associates in the amount of $119,949 (please see memo for more detail)
Please when posting BAR indentify vendor name…

{Complete section below if BAR results in a net change to ANY Fund}	
Fund(s) Affected	Fund Balance Increase/(Decrease)
500	(119,949)
TOTAL:	**(119,949)**

Linda Macallister
Linda Macallister (Apr 7, 2025 10:57 MDT)
Prepared By *{print name}* — Apr 7, 2025 Date

Apr 7, 2025
Division Director Signature *{optional}* — Date

Apr 8, 2025
Department Director Signature — Date

{Use this form for Finance Committee/ City Council agenda items ONLY}

CITY COUNCIL APPROVAL

City Council Approval Date

Agenda Item #:

Andy Hopkins
Budget Officer — Apr 17, 2025 Date

Finance Director *{≤ $5,000}* — Date

City Manager *{≤ $60,000}* — Date

February 24, 2025

LeRoy Alvarado
Operations Supervisor
Wastewater Management Division
City of Santa Fe

Subject: City of Santa Fe Paseo Real WWTF
JWC Grinder and Controls Equipment Replacement

Dear Mr. Alvarado:

MISCO Water is pleased to offer the City of Santa Fe a complete furnish and installation quotation for the replacement of JWC grinder and control equipment at the Paseo Real Wastewater Treatment Facility as outlined in the table below. MISCO Water will remove the existing grinder and control panel in the basement of the DAF #1 and #2 Building and the grinder control panel in the basement of the Headworks Building. These items will be replaced with new JWC equipment as outlined below. MISCO Water' s scope of supply includes all labor and materials to disconnect and remove the existing grinder and control panels and to mechanically install the new grinder and control panels, including electrical conduit and connections. The equipment, installation and start-up scope of supply is outlined in further detail in the table below.

Location	Qty	Description
DAF #1 & #2 Building Basement	1	30004T-1200-DI Muffin Monster Grinder - 11T Cam Cutters - 1:1 Stack Hardened Alloy STL - Buna N Elastomers - Cork & Rubber Gaskets - Optimized Cut Control Gearing - Motor Type: Electric - New 3HP TEFC Motor - New 29:1 Reducer - New Spool - New 6" Pipe Dia. Unibody Housing - Paint: Epoxy Green

DAF #1 & #2 Building Basement	1	New PC2200 Motor Controller Panel - Line active indicator lamp - Run indicator lamp - Combination motor - overload/grinder - overload/motor - overtempt lamp - Reversing contactor - Overload output - Run output - Motor overtemp input for explosion-proof motors - Housed in NEMA 4X FRP enclosure
DAF #1 & #2 Building Basement	1	Mechanical and Electrical Removal & Installation - Removal of existing grinder and control panel - Installation of new grinder and control panel - Electrical disconnect and reconnect - Electrical conduit between grinder and control panel
DAF #1 & #2 Building Basement	1	Grinder and control panel start-up
Headworks Building Basement	1	New PC2200 Motor Controller Panel - Line active indicator lamp - Run indicator lamp - Combination motor - overload/grinder - overload/motor - overtempt lamp - Reversing contactor - Overload output - Run output - Motor overtemp input for explosion-proof motors - Housed in NEMA 4X 316 SS Enclosure
Headworks Building Basement	1	Mechanical and Electrical Removal & Installation - Removal of existing control panel - Installation of new control panel - Electrical disconnect and reconnect - Reuse of existing electrical conduit between grinder and control panel assumed
Headworks Building Basement	1	Existing grinder start-up with new control panel
1		Prepaid shipping and handling of equipment to City of Santa Fe Paseo Real WWTF

Additional details on the proposed JWCE 30004T-1200 Muffin Monster grinder and associated PC2200 control panels including product brochure and sample drawings are included in the enclosed appendix.

The lead times and construction schedule for the outlined scope of supply are as follows:

- 6-8 weeks from date of approved order for shipment of equipment
- Installation and Start-Up upon delivery of equipment. Exact timing will be coordinated with Town staff.
- 2 weeks estimated duration for removal of existing grinder and control panels and installation and start-up of new equipment

The complete price for labor and materials outlined in the scope of supply table above and enclosed screen appendix as well as NM Gross Receipts Tax is **$119,949**. This price is valid for 60 days from the bid date. Please see a breakdown of pricing below:

Equipment & Materials: $56,727
Labor: $58,437
NMGRT: $4,785

Payment Terms:

- 75% Upon Delivery of Equipment, net 30 days;
- 20% Upon Mechanical/Electrical Installation of Equipment, net 30 days;
- 5% Upon Start-Up of Equipment, net 30 days

Please note the pricing above only includes the equipment and installation work specifically outlined above. Any additional equipment and associated installation work beyond the scope of supply listed above is excluded and MISCO Water reserves the right to reprice should additional equipment or site work be deemed necessary by the City of Santa Fe. Additionally, a non-exhaustive list of items excluded from MISCO Water' s scope of work is outlined below:

- Replacement or upgrades of existing electrical gear
- SCADA programming
- Bypass Pumping
- Interconnecting Piping
- Coatings
- Permits, Fees, engineered drawings
- Seismic calculations or Seismic Upgrades
- Third party inspection or testing
- Pressure testing
- Hazardous material handling or disposal

- Certified payroll
- Project labor agreement
- Bonds
- Buy America equipment requirements certification
- AIS equipment requirements certification

The quoted scope of work is based on standard wage rates and insurance policies. MISCO Water reserves the right to reprice our scope of work, should additional wage, insurance requirements or bonds be deemed necessary by the City of Santa Fe.

Thank you for your consideration and we look forward to discussing this offering with Town staff in more detail in the future.

Nick Lucas
MISCO Water/TW Associates
720-526-7397
nlucas@miscowater.com

CC: Stefan Oreshkov MISCO Water/TW Associates

MISCO WATER
a UFT Company

STANDARD TERMS AND CONDITIONS

ACCEPTANCE

The following Terms and Conditions are an integral part of the offer to sell the equipment and/or services offered in this proposal. When the BUYER signifies acceptance of this quotation by submission of a Purchase Order or signed SELLER Quotation, it shall become a binding contract when accepted and signed by an authorized signer of the SELLER. Any changes or amendments to this proposal made by the BUYER must have SELLER's approval in writing to become a part of this contract. These Terms and Conditions and the accompanying Purchase Order or signed SELLER Quotation shall comprise the entire agreement between the parties and no course of prior dealings between the parties and no usage of the trade shall be relevant to supplement or explain any terms used in this contract. Unless stated otherwise, the terms and conditions of the manufacturers listed herein will apply to this quotation Any attachments or listed documents are considered a part of this quotation and are made part of the agreement. **Quote is firm for thirty (30) days unless otherwise stated on the face of the attached quotation.**

APPROVAL DRAWINGS

All items listed are based on SELLER S interpretation of the requirements in accordance with the plans and specifications. Any preliminary drawings or literature attached to our quotation are for illustration purposes only to show approximate arrangements. Specific drawings and submittal data will be furnished for approval as required after receipt and acceptance of the BUYER'S order. Any submittal or manuals when provided by SELLER will be in the form of a PDF electronic file only. Any form of media beyond the electronic file would be the responsibility of BUYER. Fabrication of products or equipment ordered will not begin until approval and direction to proceed is received in writing. No warranty is made regarding quantities, materials of construction or type of materials quoted. Operation, installation, and maintenance of materials quoted are the responsibility of the OWNER or CONTRACTOR.

DELIVERY

Any shipment or delivery date recited represents our best estimate, but no liability, direct or indirect, is assumed by SELLER for failure to ship or deliver on such dates. Unless otherwise directed, SELLER shall have the right to make early or partial shipments and invoices covering the same to BUYER shall be due and payable in accordance with payment terms hereof. FOB shall be origin unless stated otherwise on the front of these Terms and Conditions. Delivery schedule(s) will be contingent on supply-chain availability and variability for material components, therefore, lead-times are subject to change without notice. Published weights are careful estimates but are not guaranteed. SELLER will endeavor, insofar, as it is possible, to comply with shipping instructions specified by the Purchaser. However, SELLER reserves the right to ship merchandise by such means of transportation as it may select. The manufacturer will ship the equipment via best way. Demurrage shall be billed to the account of the Purchaser. DAMAGE CLAIMS: Care is taken in packaging all shipments. After BUYER has been given the receipt by the transportation company, all claims for breakage or shortages, whether concealed or obvious, must be made in writing by the BUYER to the carrier and SELLER within seven (7) days after receipt of shipment. When damage or shortages are obvious, written comments on the bill of lading are required before the driver is released.. RETURNED PRODUCTS: In no instance is equipment to be returned without first obtaining SELLERS written approval and returned materials authorization. If shipment is postponed at the request of the purchaser after manufacturing has been commenced, payment will be due on notice from us that the equipment is ready for shipment. Pro rata payments shall be made for partial shipments.

STORAGE

Any item of the product on which shipment is delayed by BUYER may be placed in storage by SELLER at BUYER'S expense and risk. If a delay in shipment is requested by BUYER after an order has been entered and accepted:

a. No charge will be made if the request for delay is made more than six (6) weeks before acknowledged shipping date and the requested delay is for a period not in excess of thirty (30) days.

b. A charge will be made if the requested delay exceeds a period of thirty (30) days or if the request is made within six (6) weeks of the acknowledged shipping date. SELLER will advise BUYER of the charge within ten (10) days of receiving BUYER'S request for delay.

c. If the product is within six (6) weeks of the acknowledged shipping date, then SELLER has the option of completing, invoicing and storing the product and charging one and one-half percent (1.5%) per month, or the maximum percentage permitted by law, whichever is lesser, of the established price for such product, plus storage cost.

PAYMENT

Payment terms, upon credit approval, are of net thirty (30) days from the date of each invoice for material shipped (or when ready for shipment if shipment is deferred by BUYER) **unless stated otherwise on the face of the attached quotation.** Flow down provisions are not accepted and shall not be enforceable against SELLER. Retention is not allowed. In the event any payment becomes past due, a charge of one-half percent (1.5%) will be assessed monthly. These terms are completely independent from, and not contingent upon, when BUYER receives payment from the OWNER. A processing fee of up to four percent (4%) will be added for credit card payments. All merchandise sold is subject to lien laws. Partial or final payment shall constitute acceptance of delivered materials, products, or equipment.

FORCE MAJEURE

Neither Party will be liable for any failure or delay in performing an obligation under these Terms and Conditions that is due to any of the following causes, to the extent beyond its reasonable control: acts of God, accident, riots, war, terrorist act, epidemic, pandemic, quarantine, civil commotion, breakdown of communication facilities, breakdown of web host, breakdown of internet service provider, natural catastrophes, governmental acts or omissions, changes in laws or regulations, national strikes, fire, explosion, generalized lack of availability of raw materials or energy. For the avoidance of doubt, Force Majeure shall not include (a) financial distress nor the inability of either party to make a profit or avoid a financial loss, (b) changes in market prices or conditions, or (c) a party's financial inability to perform its obligations hereunder.

TAXES AND BONDS

Taxes and bonds are **NOT** included in our pricing. Any applicable taxes or bonds will be added to the price and shown separately on each invoice. All prices exclude sales, use, duties, excise, and other taxes in respect to manufacture, sale, or delivery, all of which are to be paid by the buyer unless a proper exemption certificate is furnished. BUYER agrees to reimburse our company for taxes SELLER must pay on BUYER S' behalf.

CLAIMS AND BACKCHARGES

BUYER agrees to examine all materials immediately upon delivery and report to SELLER in writing any defects or shortages noted no later than ten (10) days following the date of receipt. The parties agree that if no such claim is made within said time, it shall be considered acceptable and in good order with respect to any defect or shortage which would have been revealed by such an inspection. In no event will SELLER be responsible for any charge for modification, servicing, adjustment or for any other expense without written authorization from SELLER prior to the performance of any such work. IN NO EVENT SHALL SELLER BE LIABLE TO BUYER OR ANY THIRD PARTY FOR ANY LOSS OF USE, REVENUE OR PROFIT, OR FOR CONSEQUENTIAL, INDIRECT, INCIDENTAL, SPECIAL, EXEMPLARY, OR PUNITIVE DAMAGES, FOR ANY REASON, INCLUDING WITHOUT LIMITATION, DAMAGES ARISING OUT OF A DELAY IN OR FAILURE OF DELIVERY, DEFECTS IN MATERIAL AND WORKMANSHIP AND/OR FAILURE OF GOODS TO PERFORM TO APPLICABLE SPECIFICATIONS,

MISCO WATER
a UFT Company

STANDARD TERMS AND CONDITIONS

DRAWINGS, BLUEPRINTS OR SAMPLES AS SET FORTH OR DESCRIBED HEREIN, IF ANY, OF A BREACH BY SELLER OF ANY OTHER TERM OR OBLIGATION OF SELLER UNDER THE CONTRACT. No penalty clauses of any description will be effective unless approved in writing over the signature of a principal of SELLER. Under no circumstances shall SELLER be liable for any consequential, special or incidental damages, including liquidated damages, arising from any breach by it in this transaction, AND ALL SUCH CONSEQUENTIAL, SPECIAL AND INCIDENTAL DAMAGES, INCLUDING LIQUIDATED DAMAGES, ARE EXCLUDED FROM ANY REMEDIES AVAILABLE TO THE BUYER.

SECURITY INTEREST & TITLE

Until all amounts due SELLER have been paid in full, SELLER shall retain a security interest in the product and have all rights of a secured party under the Uniform Commercial Code and applicable law, including the right to repossess the product or equipment without legal process and the right to require the BUYER to assemble the equipment and make it available to SELLER at a place reasonably convenient to both parties.

WARRANTY

Equipment and parts not manufactured by the SELLER carry only the warranty of the manufacturer of said parts. SELLER does not make any express or implied warranty for equipment and/or parts it did not manufacture. Credits for defective material and workmanship in said equipment and/or parts are only in accordance with the underlying company policy of the manufacturer. SELLER makes no warranty whatsoever with respect to any equipment and/or parts as to their merchantability or fitness for a particular purpose. It is further agreed that the SELLER assumes no liability whatsoever for failure of equipment due to normal usage and wear.

INDEMNIFICATION

To the fullest extent permitted by the law in which the project is located, BUYER and SELLER shall indemnify and hold one another and their respective employees and agents harmless from and against all claims, damages, losses, liabilities, actions, causes of action, demands, fines, penalties, judgments, costs, and expenses, including but not limited to attorneys' fees, court costs, expert fees and costs, arising out of or resulting from BUYER's or SELLER's own negligent acts, omissions or misconduct, to the extent such negligence is covered by BUYER's and SELLER's respective insurance policies. In the event any third party asserts against SELLER a claim for patent infringement, royalties or licensing fees with respect to BUYER's use of the products, materials, or equipment provided hereunder, BUYER agrees to indemnity SELLER for all liability damages, costs and expenses in connection therewith.

CANCELLATION

Buyer may cancel this contract only in writing signed by BUYER's duly authorized agent and acknowledged in writing by SELLER's duly authorized agent. Should this order be cancelled, BUYER shall be obligated to pay for the level of work performed and products shipped. Work performed includes any engineering, calculations, preparation of submittals, drawings, and/or travel to job site in relation to this order. In addition to any other remedies provided under these Terms and Conditions, SELLER may terminate this contract with immediate effect by providing signed, written notice to BUYER, if BUYER: (i) fails to pay any amount when due under the contract and such failure continues for 30 days after BUYER's receipt of written notice of nonpayment; (ii) has not otherwise performed or complied with any of these Terms and Conditions; or (iii) becomes insolvent, files a petition for bankruptcy or commences or has commenced against it proceedings in bankruptcy, receivership, reorganization or assignment for the benefit of creditors.

FIELD WORK

Unless specifically stated on our quotation, installation, start-up service, field testing, supervision, operation, and training are not included in our pricing of product. In the event that SELLER or any of its employees or agents do perform work or services on-site at the project's location, BUYER agrees to hold SELLER and its employees or agents harmless for any injuries or damage to property caused by their acts or omission, except to the extent said injuries or property damage arise from gross negligence or intentional misconduct.

MODIFICATIONS

This contract can be modified only in writing which specifically states that it amends these Terms and Conditions and is signed by both parties and their duly authorized agents. It is further agreed that this contract shall not be modified in any respect except in writing signed by the party and their duly authorized agent against whom the modification is sought to be enforced.

AUTHORITY OF SELLER'S AGENTS

No agent, employee or representative of the SELLER has any authority to bind the SELLER to any affirmation, representation or warranty concerning the goods sold under this Contract, and unless an affirmation, representation or warranty made by an agent, employee, or representative is specifically included within this written contract, it shall not be enforceable by the BUYER.

NO THIRD-PARTY BENEFICIARIES

This contract is for the sole benefit of BUYER and SELLER and their respective successors and permitted assigns and nothing herein, express or implied, is intended to or shall confer upon any other person or entity any legal or equitable right, benefit, or remedy of any nature whatsoever under or by reason of these Terms and Conditions.

GOVERNING LAW

All matters arising of or relating to the contract or the Terms and Conditions shall be governed by and construed in accordance with the laws of the state in which the project is located.

DISPUTE RESOLUTION

In the event of any dispute between BUYER and SELLER arising out of the terms of the contract and these Terms and Conditions, such dispute shall be decided by arbitration administered by the American Arbitration Association in accordance with the then-prevailing Commercial Arbitration Rules and Mediation Procedures of the American Arbitration Association. BUYER and SELLER mutually agree that any dispute involving claims valued at or above $1,000,000.00 shall be heard by a panel of three (3) arbitrators. The venue for all arbitration proceedings shall be the State of California. The foregoing agreement to arbitrate shall be specifically enforceable in any court of competent jurisdiction. The award rendered by the arbitrators shall be final and judgment may be entered upon it in accordance with applicable law in any court of competent jurisdiction.

SEVERABILITY

The partial or complete invalidity of any one or more provisions of these Terms and Conditions shall not affect the validity or continuing force and effect of any other provision. If any provision is invalid, in whole or in part, the provision shall be considered reformed to reflect the intent thereof to the greatest extent possible consistent with applicable law.

ASSIGNMENT – DELEGATION

No right or interest in this Contract shall be assigned by the BUYER without the written permission of the SELLER, and no delegation of any obligation owed, or of the performance of any obligation by the BUYER shall be made without the written permission of the SELLER. Any attempted assignment or delegation shall be wholly void and totally ineffective for all purposes unless made in conformity with this paragraph.

Signature:_____

Date: _____

APPENDIX

MUFFIN MONSTER®
In-line/Open-channel Grinders







Muffin Monster sewage grinders ore designed to protect pumps and other equipment by grinding down the toughest wastewater solids. Applications include: lift stations, sludge lines, septage receiving stations, headworks screenings reduction, prisons and more.

10K Series Muffin Monster®

The 1OK Series Muffin Monster ·s a compact gr'nder, tough on solids in sludge and sewage applications. It fits into areas with lim·ted space requirements while still providing the necessary power for downstream protection. The 1OK Series is an ideal, low-cost solution that goes beyond sludge grinding at resource recovery facil'ties and fits perfectly into office buildings, apartment complexes, resorts, retail centers and package treatment plants.

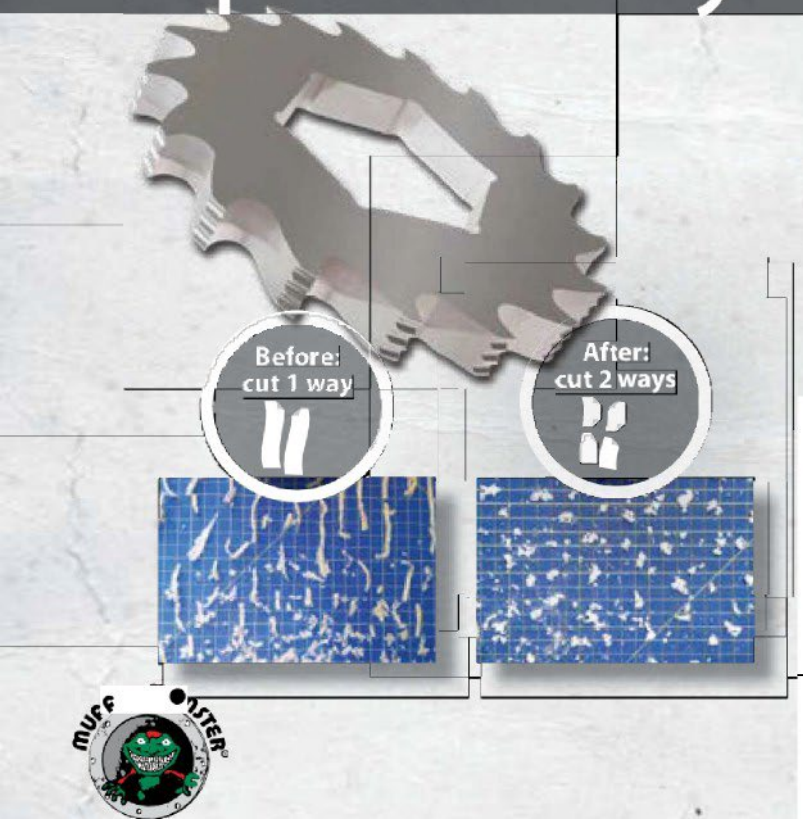
30K Series Muffin Monster®

Troublesome solids are now easier than ever to reduce with the Muffin Monster dual-shafted grinder. Its slow-speed, high-torque design shreds tough solids that typically cause sewer problems. With over 40,000 installations, the Muffin Monster is legendary for providing solutions that meet the increasingly demanding needs of wastewater operations.

40K Series Muffin Monster®

The 4OK Series Muffin Monster excels in wet and dry grinding applications. It's a powerful shredder for large s,udge processing systems. It also serves in many industrial applications including fish and beef processing, petroleum, pulp and paper mills, chemical plants and recycling plants. The 4OK is designed to handle the highest solids loading environments.

Wipes Ready® Technology





Wipes Ready®cutters*

Achieve the desired two-dimensional cutting capabilities to control both the width and length of output, preventing materials from forming long strips and reweaving in the waste stream.

- **Cut wipes in two directions**
- **rnralterp11rttcte--stz-e= Norewe-avim**

'patent pending

Features

Dual-shafted grinder

Slow-speed, high-torque grinders handle rags, rocks, wood, wipes, clothing, plastics and other debris

Capable of grinding a wider variety of solids than single-shafted machines, macerators and chopper pumps

Compact and efficient design

Adapts to pipelines or channels with little or no modification

Custom stainless steel frames allow easy installation in channels, wet wells and pump stations

In-line 30K Muffin Monster incorporates an easy-to-remove cutter cartridge

Automated monitoring and controls

- Load-sensing and reversal mechanism to optimize grinder's performance







Benefits

Equipment protection

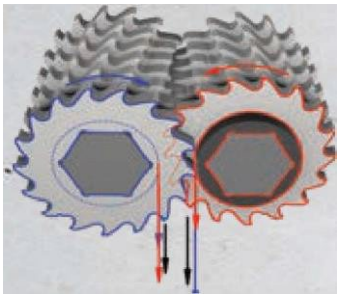
- Protect pumps and other critical equipment from costly clogs and damage from tough solids

Efficient treatment operations

- Grinding separates organic from inorganic materials in the waste stream
- Organics stay in the treatment process and screens are cleaner

Lower Operating Cost

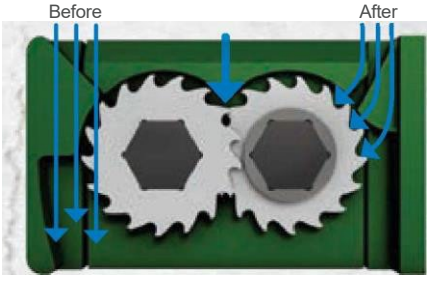
- Clear pipes and pumps means shorter pump run cycles and lower electrical costs



Optimized cut control

Improve cutting by tailoring the speed of the new Wipes Ready cutter rotation with patented optimized cut control.

- **Cutters stay clean**
- **Prevents long strips**



Patented Delta P side rails

Ensure the capture of all items in the waste stream and drive debris into the cutter stack with patented side rail design.

- **Drive debris into cutters**
- **Prevent buildup**
- **Enhance high flow**

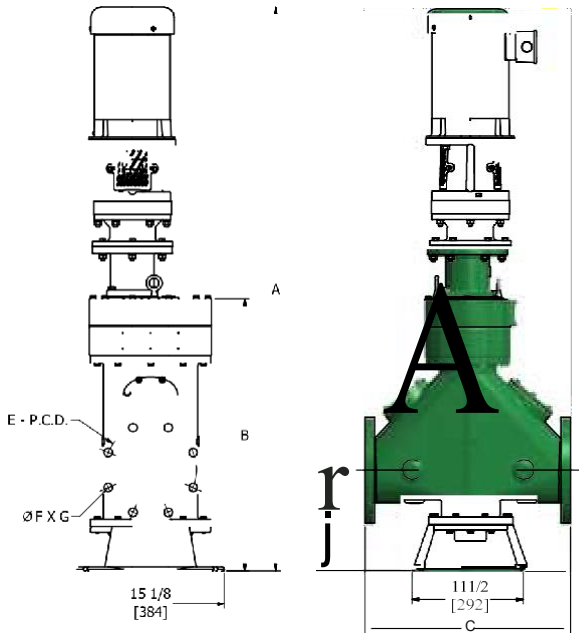
'

Materials of construction

Housings: Ductile iron
Cutters: Hardened alloy steel
Shafts: Hardened alloy steel
Mechanical Seals: Tungsten carbide faces

Specifications

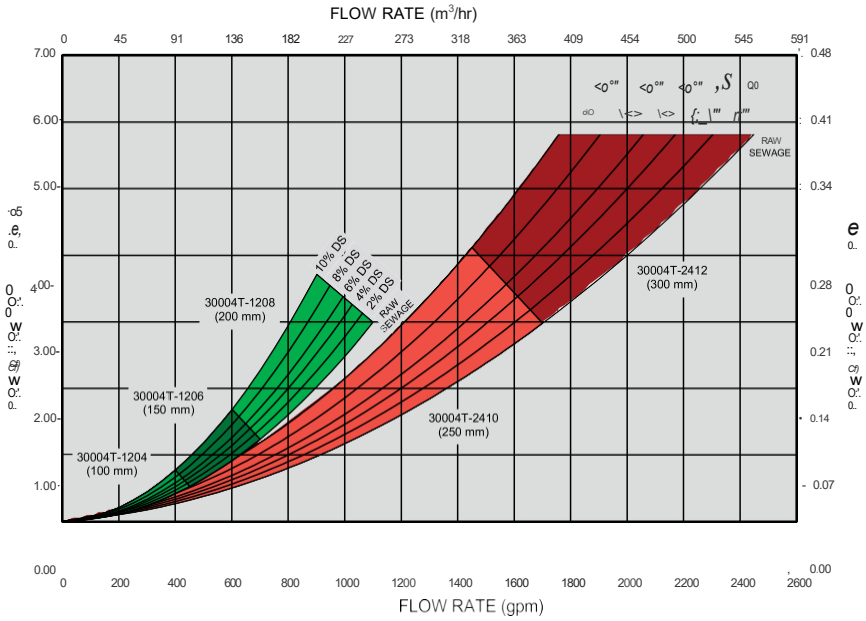
2" (SO mm) hex shafts;
Standard 3 hp (2.2 kW) motor; 29:1 reducer
Cutter Size: 4-3/4" (120 mm) diameter cutters
Seal Max Working Pressure: 90 psi (6 bar)



OPTIONS AVAILABLE

	In-line	Open-channel
5 hp (4 kW) Motor, 29:1 Reducer	■	■
7, 11 and 73-tooth Cutters	■	■
17-tooth Wipes Ready®Cutter	■	■
Monster Metal®Cutter	■	■
Custom Mounting Frames		■
55 & NEMA 7 Control Enclosures	■	■
Stainless Steel Feed Hopper		■
Alternate Voltage & HP Motors	■	■
Explosion-proof Motors	■	■
Immersible Motors	■	■
Hydraulic Power Pack	■	■
Extended Motor Shafts	■	■
ANSI, JIS, JWA, BS & AS Flanges	■	

MODEL 30004T



In-line Model	Flow Rate - gpm (m³/hr)	Pipeline - inches (mm)	Pressure Drop - psi, (bar)	Standard Dimensions - inches (mm) A	B	C	D	Flange Dimension - inches (mm) E	F	G	Approximate Net Weight -lbs (kg)
30004T-1204	450 (102)	4(100)	0.52 (0.04)	60-1/8 (1527)	28-1/4 (718)	19-1/4 (483)	9-3/8 (238)	7-1/2 (191)	3/4(19)	8	562 (255)
30004T-1206	700 (159)	6(150)	1.23 (0.08)	60-1/8 (1527)	28-1/4 (718)	21-1/4 (540)	10-3/8 (264)	9-1/2 (241)	7/8 (22)		559 (254)
30004T-1208	1100 (250)	8(200)	3.00 (0.21)	60-1/8 (1527)	28-1/4 (718)	23-1/4 (591)	11-1/4(286)	11-3/4 (286)	7/8 (22)	8	568 (258)
30004T-2410	1700 (386)	10 (250)	2.97 (0.20)	71-5/8 (1819)	39-3/4 (1010)	27-1/4 (692)	12-5/16 (313)	14-1/4 (362)	1 (25)		789 (358)
30004T-2412	2450 (556)	12 (300)	5.80 (0.40)	71-5/8 (1819)	39-3/4 (1010)	31-1/4(794)	13-1/4 (337)	17 (431)	1 (25)	12	809 (367)

In-line unit typically installed upstream of the pump.• Consult factory for analysis of application.

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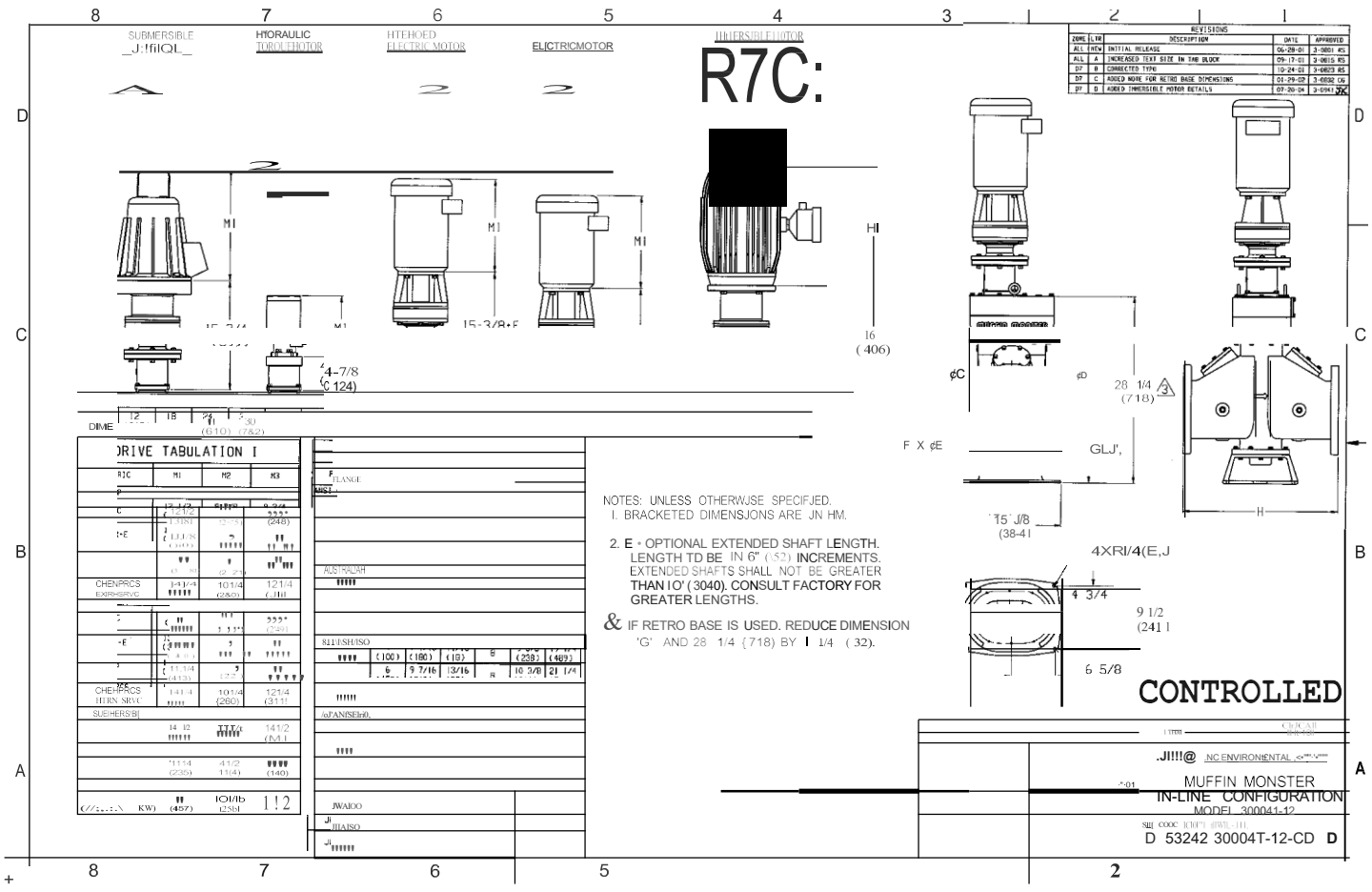

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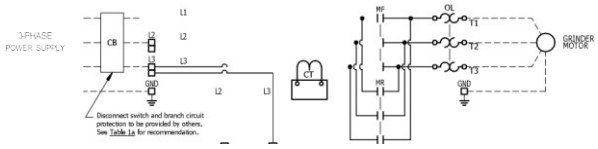
PC2200·001·1

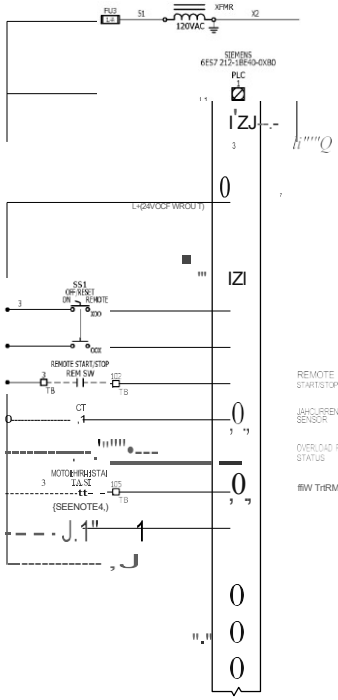


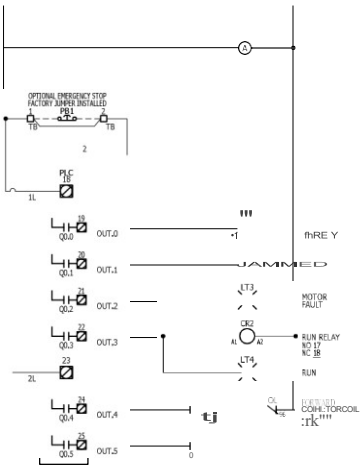
Disconnect switch and branch circuit protection to be provided by others. See Table 1a for recommendation.

TABLE 1a:

	15A/2A 4.6A,IEZAWG	15A/1A 7,5,LLOZ WG	15A/1A 10,6/,"IBZAWG	16,7A,fIOAI-a	IDaA"IBAWG
	15A/2A 4.2A,d2,AWG	15A/1A MA,82/,//K;	15A/1A 9,6.1,,IDZAWG	15A/1A 15.2,fIZAI-a	ZIM,18AWG
	15A/2A 2,3,',112AWG	15A/1A 4,JA82AWG	15A/1A 6,1A,fI2AWG	15A/1A 9,7,I,,fUI,//K;	15A/1A 18,1,,IDZAWG
			15A/2A 4.8,1,,IDZAWG		

NOTES:
1. USE 12 AWG (3.3 mm²) COPPER CONDUCTORS FOR 20A CIRCUITS.
2. USE 10 AWG (5.3 mm²) COPPER CONDUCTORS FOR 30A CIRCUITS.





REMOTE START/STOP CONTROL

MAIN CURRENT SENSOR

OVERLOAD RELAY STATUS

fIW TnRMOSTAT

NOTES UNLESSOTHERIVISESPECIFIED.
1. PROGRAMNUMBER:PC2220.001$.A
2. SHORTCIRCUITCURRENTRATING:SCCRIFORTHECONTROLTRISSkA
3. CTTRIPSETTOINTSHALLBECALIBRATEDT00.8TIMESOFTHEMOTOR'S LOCKEDROTORAMPERES(LRA).
4. A WIRE JUMPER IS REQUIRED. IFII-IE MOTOR IS NOTEQUIPPED WIII THETHERMOSTAT.
5. I-IE DEFAULT OVERLOAD RELAY SETIOINT IS BASED ON THE NEC TABLES 430-250, BUT IT MAY BE ADJUSTED TO THE MOTOR NAMEPLATE AJLL LOADAMPERES(RA)DURINGSTART-UPORTHEREAFTER.
6. WIRESIZE,TVPEANDCOLOR:
   - POWER ORCUTT, REFER TO TABLEia FOR WIRE SIZE, TVPE MIW BLACK
   - CONTROL CIRCUIT: 120VAC 1116AWGTVPEMTWREO.
   - CONTROLCIRCUIT, 120VAC NEUTRAL: #16 AWG TVPE MIW WHITE
   - CONTROLCIRCUIT,24VOC:#16AWGTVPEMWBLUE
   - CONTROL ORCUTT GROUNDING: #M AWG TVPE MTW GREEN.
   - POWER ORCUTT GROUNDING: #12 AWG TVPE MTW GREEN.

Control Philosophy

Power On indica1or lamp
- illumina1MI when oon1rol pcwier 1ransformer is energized and fusesaregood

Grinder selecior sw ch. ON
- energize grinder mo1or forvrard contacior. Run relay & Run indicator lamp

Grinder sek)cior sw oh. OFF/RESET
- de-energizegrindermotorcontactor.Runrelay&Runindicator · mp
- clearanyalarmcondi1ions

Grinder selector sw ch,REMOTE
- energize grinder mo1or forvrord contacior when Remote Run Permissive inpu11o PLC is On: energize the Run relay & Run indicator lamp

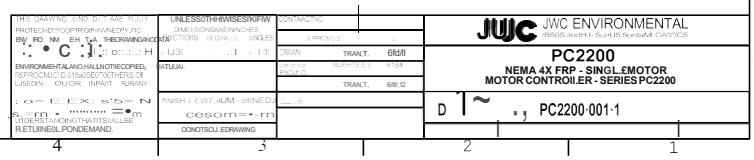
Jammedindica1orlamp
- illumina1es when a jam condi1ion is se1by the PLC (see Grinder.JamClearingSequencebelow)

Motorfauhindica1orlamp
- over-temperaturefauhoccun.

Fail Relay
- energizedwhenanalarmcond ion isse1foranyofthe fo1owing:Wgrinderjam:(ii)grindermo1orover1oad.or:(iii) grindermotorovertemp

Emergencys1opswitch.open.(op1ional)
- de-energizes control power 10 PLC outputs that drive the motor starteranoRunindica1orlamp

Grinder Jam Clearing Sequence
when the current sensor detects a jam, the motor forward contactorwillbemomentarilyde-energized thermo1orreversecontac1orwillbeenergizedfora pre-determinedperiodoftimeandde-energized thermo1orfo.wardcontac1orwillbere-energized thissequenceisrepeated,asrequired.1oc rthejamfora totalofnomorethan3reversalsina3Q secondperiod ff1hejamisno1clearedinaccordancew h1hissequence.an alarmcond ionisset. inorder1oavoidnuisancetrips; 1heimushcurren1isignored forapre-definedperiodwhen1hemo1orisenergized



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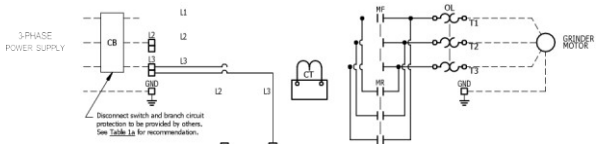
PC2200·001·4



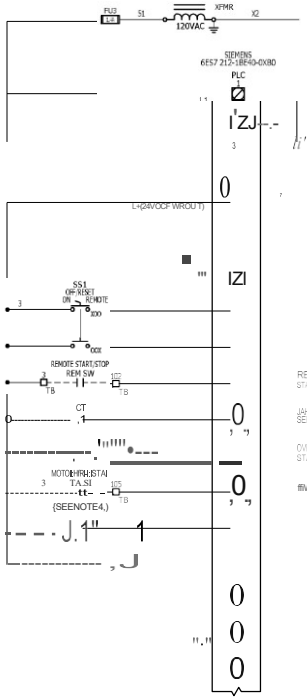
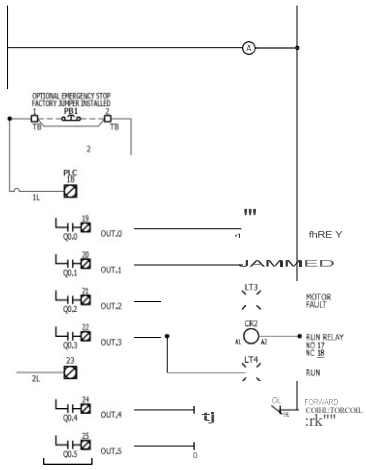


TABLE 1a:

	TSACB 4.6,IL,IBZAWG	TSHB 7,5,IL,IBZ WG	10,6/,"IBZAWG	16,7A,fBOAI-a	IDaA"IBAWG
	TSACB 4.2,AJBZAWG	TSHB MA,IBZI,//K;	9,6.1,,IBZAWG	ITTff CO 1S 2,I IBZA	ZIM,18AWG
	TSACB 2,3',,112AWG	TSHB 4,JA82AWG	TSACB 6,1A,fI2AWG	9,7,I,,fUI,//K;	18,1,,IBZAWG
			TSACB 8,8,1,,IBZAWG		

NOTES:
1. NOR[MI]FIEL)/BrCB;)SIB)OW. SaLISSONSAIBON,I]. ELECTRIC>1CODE,WICIH)IS2
2.BEUTW::.mIIIIVEL)SIIDEIBMDRICNS:,.TIONII. EKTBIUI.CODE.TMLIS 250(XI).50(.TIII)50)
USE2.IJA)[BIUPW.DCIIT?EIBNIP?oiI.SEIILE)yIfioVMOTCI>1aTO START/EnnRINT



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- illumina1MI when oon1rol pcwier 1ransformer is energized and fusesaregood

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Grinder selocior sw oh. OFF/RESET
- de-energizegrindermotorcontactor.Runrelay&Runindicator · mp
- clearanyalarmcondi1ions

Grinder selector sw ch,REMOTE
- energize grinder mo1or forvrord contacior when Remote Run Permissive inpu11o PLC is On: energize the Run relay & Run indicator lamp

Jammedindica1orlamp
- illumina1es when a jam condi1ion is se1 by the PLC (see Grinder.JamClearingSequencebelow)

Motorfauhindica1orlamp
- over-temperaturefauhoccun.

Fail Relay
- energizedwhenanalarmcond ion isse1foranyofthe fo1owing:Wgrinderjam:(ii)grindermo1orover1oad.or:(iii) grindermotorovertemp

Emergencys1opswitch.open.(op1ional)
- de-energizes control power 10 PLC outputs that drive the motor starteranoRunindica1orlamp

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NOTES UNLESSOTHERIVISESPECIFIED
PROGRAMNUMBER:PC2220.001$.A
SHORTCIRCUITCURRENTRATINGOCCRIFORTHECONTROLPRISSkA
J, CTTRIPSETIOINTSHALLBECALIBRATEDT00.8TIMESOFTHEMOTOR'S LOCKEDROTORAMPERES(LRA).
4. A WIRE JUMPER IS REQUIRED. IFHE MOTOR IS NOTEQUIPPED Will THETHERMOSTAT.
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6, WIRESIZE,TVPEANDCOLOR:
POWER ORCUTT: REFER TO TABLEia FOR WIRE SIZE, TVPE MIW BLACK
CONTROL CIRCUIT: 120VAC: 1116AWGTVPEMTWIRED
CONTROLCIRCUIT, 120VAC NEUTRAL: #16 AWG TVPE M1W WHITE
CONTROLCRCUIT,24VDC:1116AWGTVPEMWBLUE
CONTROL ORCUTT GROUNDING: #M AWG TVPE M1W GREEN
POWER ORCUTT GROUNDING: #12 AWG TVPE MTW GREEN

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UNLESSOTHERWISESPITIFIW
DIMENSIONSARE(INCHES)
FRICTIONS DECIMALS ANGLES
XX ± .03 XXX ± .01 X° ± 1°
MATUAL

FINISH / COST, dUM - otINED
cosomE+.m
DONOTSCUTDRAWING

CONTACINC.
APPROVED
DRAWN TRAN. T. 6/17/II
CHECKED REVIEWED 6/17/II
PROJECT TRANT 6/17/I

JWC ENVIRONMENTAL
IBSOS.IIoHH- Su•05.SontaMLCAT/CS

PC2200
NEMA 4X 316 STAINLESS STEEL - SINGLE MOTOR MOTOR CONTROLLER - SERIES PC2200

D PC2200·001·4 A

UNCONTROLLED COPY

TABLE 1: PARTS LIST

TB	2	EI0-003-214	SCREW CENTER JUMPER: 2 POLE	AB	1492-CJS-2
TB	5	EI0-003-210	SCREW CONNECTION TERMINAL BLOCK; 50A	AB	1492-J6
TB	2	E10-003-213	SCREW CONNECTION GROUND TERMINAL BLOCK	AB	1492-JG6
TB	4	E10-003-201	END BARRIER	AB	1492-EBJJ
TB		EI0-00J-205	SCREW CENTER JUMPER: 2 POLE	AB	1492-CJJ6-2
TB		EI0-003-200	SCREW CONNECTION TERMINAL BLOCK; 35A	AB	1492-J4
TB	3	EI0-00J-207	END ANCHOR	AB	1492-EAJJS
SSI-NP	I	E13--043-095	NAMEPLATE "ON-Off/RESET-REMOTE", FOR 22mm PILOT DEVICE	JWCE	EI3-043--09S
SSI	I	E0S-001-410	SELECTOR 9/V - 3 POS MAINT, IP66 NEMA 4/4X/13	AB	800FP-SM32PX20
PIC	I	E19--013-114	; A i 2: : ti ·oc? civA ,c:iw , ': of	SIEMENS	6ES7212-1BE40-0XB0
LT4-NP	I	EI3-043·004	NAMEPLATE "RUN", FOR 22mm PILOT DEVICE	JWCE	EI3-043--004
LT4	I	E07-001-402	GREEN LED PILOT LIGKT, IP66 NEMA 4/4X/13	AB	800FP-P3PNSG
LT3-NP	I	E13--043-145	NAMEPLATE "MOTORFAULr, FOR 22mm PILOT DEVICE	JWCE	EI3-043-14S
LT3		E07--001-403	RED LED PILOT LIGHT, IP66 NEMA 4/4X/13	AB	800FP-P4PNSR
LT2-NP		E13--043-066	NAMEPLATE "JAMMED", FOR 22mm PILOT DEVICE	JWCE	EI3-043--066
LTI	I	E07--001-403	RED LED PILOT LIGHT, IP66 NEMA 4/4X/13	AB	800FP·P4PNSR
LTI-NP	I	E13--043-001	NAMEPLATE "POWERON", FOR 22mm PILOT DEVICE	JWCE	EI3-043--001
ITI		E07--001-404	AMBER LED PILOT LIGHT, IP66 NEMA 4/4X/13	AB	800FP-POPNSA
FU3		E06-130-0140	GENERAL PURPOSE RJSE 7 MIDGET, 1.4A 2SOV TIME DELAY	FERRAZ SHAWMUT	TRMI-4/10
END_CLIP	4	E0S-022·002	DIN RAIL END CLIP	IDEC	BNL·S
ENCL-PNL	I	E0I--050-002	17"d3" BACK PANEL FOR NEMA ENCL 20"·16"	HOFFMAN	A20P16
ENCL	I	E01-4X6-201608	316 STAINLESS STEEL TYPE 4X ENCJOSURE 20"x6"x8"	HOFFMAN	A20HI608SS6LP
CT	I	E0+-007-001	CURRENT SENSING SWITCH, 0-135 AMP INPUT, 30V MAX. SOLID-STATE OUTPUT	VERIS	H-701
CRI, CR2	2	E0S-004-015	RELAY, 6mm RVSH SERIES, 6A SPOT 120V COIL, LED	IDEC	RVSH-LADIO
TAG	QTY	JWC PART NUMBER	DESCRIPTION	MFG	CATALOG

NOTE:
ONE SET Of SPARE RJSES ARE INCLUDED IN QUANTITIES.

TABLE 2: BRANCH CIRCUIT COMPONENT SELECTION

VOLTAGE	TAG	MOTOR HORSE POWER (HP)				
		IHP	ZHP	3HP	SHP	IOHP
208V	XFMR	E03--001-013	EOJ-001-013	E03--001-013	EOJ-001--013	E03-001-013
	RJ1-PU2	E06-110--0100	E06-110-0100	E06-110-0100	E06-110-0100	E06-110-0100
	MF/MR	EOZ-020-101	EOZ--020-101	EOZ-020-101	EOZ-020-101	EOZ-020-103
	OL	E02-020-241A	EOZ-020·242A	E02-020·242A	E02-020·243A	E02-020-245A
230V	XFMR	EOJ--001--010	EOJ-001-010	EOJ--001-010	EOJ-001--010	EOJ--001-010
	RJ1-PU2	E0&-110--0100	E06-110-0100	E0&-110--0100	E06-110-0100	E0&-110--0100
	MF/MR	E02-020-101	E02-020-101	E02-020-101	E02--020-101	E02-020-103
	OL	E02--020-241A	E02-020·242A	E02--020-242A	E02-020·243A	E02--020-245A
380-415V	XFMR	E03-001-009	E03-001-009	E03--001-009	E03-001-009	E03-001-009
	RJ1-PU2	E0&-110--007S	E06-110-007S	E06-110-007S	E0&-110--007S	E06-110-007S
	MF/MR	E02-020-101	E02-020-101	E02-020-101	E02--020-101	E02-020-101
	OL	E02--020-241A	E02-020·241A	E02--020-242A	E02-020·242A	E02--020-242A
460V	XFMR	E03--001--010	E03-001--010	E03--001-010	E03-001--010	E03-001·010
	RJ1-PU2	E0&-110--0050	E06-110-0050	E06-110-0050	E06-110-0050	E0&-110-0050
	MF/MR	E02-020-101	E02-020-101	E02-020-101	E02--020-101	E02-020-101
	OL	E02--020-241A	E02-020-241A	E02--020-242A	E02-020-242A	E02--020-242A
575V	XFMR	E03-001--027	E03-001--027	E03--001-027	E03-001--027	E03--001-027
	RJ1-PU2	E0&-110--00SO	E06-110-0050	E06-110-00SO	E06-110-0050	E06-110-00SO
	MF/MR	E02-020-101	E02-020-101	E02-020-101	E02--020-101	E02-020-101
	OL	E02--020-241A	E02-020-241A	E02--020-241A	E02-020-242A	E02--020-242A

TABLE 3: PARIS LIST SUPPLEMENT TO TABLE 2

FU2	4	E06-110-0040	FUSE, 40A 600V TIME DELAY CLASS CC	FERRAZ SHAWMUT	ATQRI
FU2	4	E06-110-007S	FUSE, 75A 600V TIME DELAY CLASS CC	FERRAZ SHAWMUT	ATQR3/4
FU2	4	E06-110-0050	FUSE, 5A 600V TIME DELAY CLASS CC	FERRAZ SHAWMUT	ATQRI/2
XFMR	1	E03--001-027	CONTROL CIRCUIT TRANSFORMER, TYPE 1497, 150VA, 600-120	AB	1497-C-BXSX-3-N
XFMR	1	E03--001-010	CONTROL CIRCUIT TRANSFORMER, TYPE 1497, 150VA, 208-120	AB	1497-C-BXDX-3-N
XFMR	1	E03--001-009	CONTROL CIRCUIT TRANSFORMER, TYPE 1497, 150VA, 240/480-120	AB	1497-C-BASX-3-N
XFMR	1	E03--001-00J	CONTROL CIRCUIT TRANSFORMER, TYPE 1497, 150VA, 380/400/415-230/115	AB	1497-C-M4-3-N
OL	I	E02--020-245A	EC:E· PLUS SOLID-STATE OVERLOAD RELAY, 3-PHASE, SCREW TYPE CONTROL TERMINALS, 9.0-45 AMPS	AB	193-IEffD
OL	I	E02--020-243A	EC:E· PLUS SOLID-STATE OVERLOAD RELAY, 3-PHASE, SCREW TYPE CONTROL TERMINALS, 5.4-27 AMPS	AB	193-IEFEB
OL	I	E02--020-242A	EC:E· PLUS SOLID-STATE OVERLOAD RELAY, 3-PHASE, SCREW TYPE CONTROL TERMINALS, 3.2-16 AMPS	AB	193-IEFDS
OL	I	E02--020-241A	EC:E· PLUS SOLID-STATE OVERLOAD RELAY, 3-PHASE, SCREW TYPE CONTROL TERMINALS, 1.0-S.O AMPS	AB	193-IEFCB
MF/MR	I	E02--020-101	EC CONTACTOR, AC REVERSING, 23 AMPS	AB	104-C23D22
MF/MR	I	E02--020-103	EC CONTACTOR, AC REVERSING, 37 AMPS	AB	104-C37D22
TAG	QTY	JWC PART NUMBER	DESCRIPTION	MFG	CATALOG

JWC ENVIRONMENTAL
2S505 Roch·N· SUICI1S,Sch1TMLCAS2705

PC2200
NEMA 4X 316 STAINIISS STEEL· SINGLE MOTOR __MOTOR CONTROLLER· SERIES PC2200

D PC2200-001-4 A

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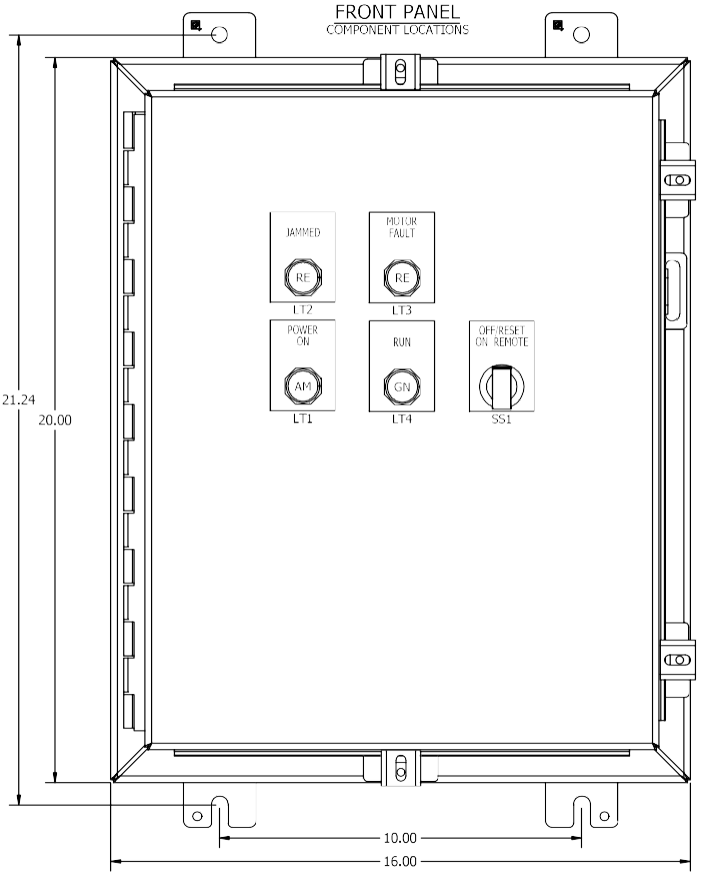
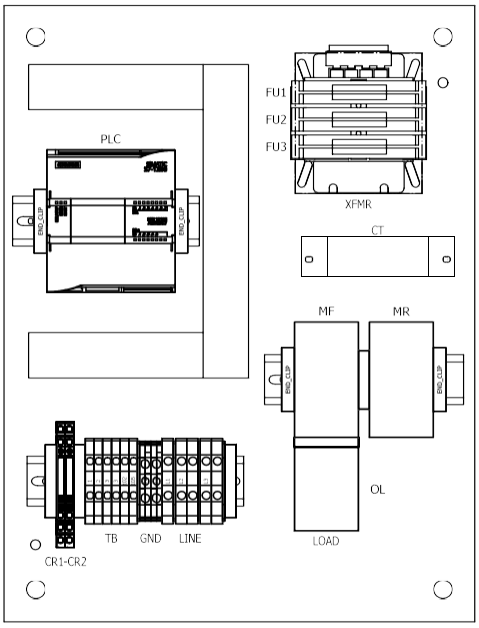
DRAWING NO. **PC2200-001-4**

FRONT PANEL
COMPONENT LOCATIONS



BACK PANEL
COMPONENT LOCATIONS



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JWC ENVIRONMENTAL
2850 S. Red Hill Ave. Suite 125, Santa Ana, CA 92705

PC2200
NEMA 4X 316 STAINLESS STEEL - SINGLE MOTOR MOTOR CONTROLLER - SERIES PC2200

SIZE	DRAWING NO.	REV
D	PC2200-001-4	A

SCALE: NONE

UNCONTROLLED COPY

TABLE 1: PARTS LIST

TB	2	EI0-003-214	SCREW CENTER JUMPER: 2 POLE	AB	1492-CDS-2
TB	5	EI0-003-210	SCREW CONNECTION TERMINAL BLOCK; 50A	AB	1492-J6
TB	2	E10-003-213	SCREW CONNECTION GROUND TERMINAL BLOCK	AB	1492-JG6
TB	4	E10-003-201	END BARRIER	AB	1492-EBJJ
TB		EI0-00J-205	SCREW CENTER JUMPER: 2 POLE	AB	1492-CJJ6-2
TB		EI0-003-200	SCREW CONNECTION TERMINAL BLOCK; 35A	AB	1492-J4
TB	3	EI0-00J-207	END ANCHOR	AB	1492-EAJJS
SSI-NP	I	E13--043-095	NAMEPLATE "ON-Off/RESET-REMOTE", FOR 22mm PILOT DEVICE	JWCE	EI3-043--09S
SSI	I	EOS-001-410	SELECTOR 9W - 3 POS MAINT, IP66 NEMA 4/4X/13	AB	800FP-SM32PX20
PIC	I	E19--013-114	; A oc? civA ,c:iw , ': ol	SIEMENS	6ES7212-1BE40-0XB0
LT4-NP	I	EI3-043-004	NAMEPLATE "RUN", FOR 22mm PILOT DEVICE	JWCE	EI3-043--004
LT4	I	E07--001--402	GREEN LED PILOT LIGKT, IP66 NEMA 4/4X/13	AB	800FP-P3PN5G
LT3-NP	I	E13--043-145	NAMEPLATE "MOTORFAULr, FOR 22mm PILOT DEVICE	JWCE	EI3-043-145
LT3		E07--001-403	RED LED PILOT LIGHT, IP66 NEMA 4/4X/13	AB	800FP-P4PN5R
LT2-NP		E13--043-066	NAMEPLATE "JAMMED", FOR 22mm PILOT DEVICE	JWCE	EI3-043--066
LTI	I	E07--001-403	RED LED PILOT LIGHT, IP66 NEMA 4/4X/13	AB	800FP-P4PN5R
LTI-NP	I	E13--043-001	NAMEPLATE "POWERON", FOR 22mm PILOT DEVICE	JWCE	EI3-043--001
ITI		E07--001-404	AMBER LED PILOT LIGHT, IP66 NEMA 4/4X/13	AB	800FP-POPN5A
FU3		E06-130-0140	GENERAL PURPOSE RJSE 7 MIDGET, 1.4A 250V TIME DELAY	FERRAZ SHAWMUT	TRMI-4/10
END_CLIP	4	EOS-022-002	DIN RAIL END CLIP	IDEC	BNL-5
ENCL-PNL	I	E01--044-002/	16"04" BACK PANEL FOR DIAMOND SERIES ENCL	STA.HUN	BP1614AL
		EOI-028-014	MOUNTING FEET FOR DIAMOND SERIES ENO.	STA.HUN	DSMGFTKIT
ENCL	I	EOI-028-010	ENO.NEMA 4X ABERGLASS 16X4X8 CUSTOM, HINGED OPAQUE COVER WITH STAINLESS STEEL PULL LATCHES	STA.HUN	DS161408HPL
CT	I	E04--007-001	CURRENT SENSING SWITCH, 0-135 AMP INPUT, 30V MAX. SOLID-STATE OUTPUT	VERIS	H-701
CRI, CR2	2	EOS-004-015	RELAY, 6mm RVSH SERIES, 6A SPOT 120V COIL, LED	IDEC	RVSH-L-ADIO
TAG	QTY	JWC PART NUMBER	DESCRIPTION	MFG	CATALOG

NOTE:
ONE SET Of SPARE RJSES ARE INCLUDED IN QUANTITIES.

TABLE 2: BRANCH CIRCUIT COMPONENT SELECTION

VOLTAGE	TAG	MOTOR HORSE POWER (HP)				
		IHP	ZHP	3HP	SHP	IOHP
208V	XFMR	E03--001-013	EOJ-001-013	E03--001-013	EOJ-001--013	E03-001-013
	RJ1-PU2	E06-110--0100	E06-110-0100	E06-110-0100	E06-110-0100	E06-110-0100
	MF/MR	EOZ-020-101	EOZ--020-101	EOZ-020-101	EOZ-020-101	EOZ-020-103
	OL	E02-020-241A	EOZ-020-242A	E02-020-242A	E02-020-243A	E02-020-245A
230V	XFMR	EOJ--001--010	EOJ-001-010	EOJ--001-010	EOJ--001--010	EOJ--001-010
	RJ1-PU2	E0&-110--0100	E06-110-0100	E0&-110--0100	E06-110-0100	E0&-110--0100
	MF/MR	E02-020-101	E02-020-101	E02-020-101	E02--020-101	E02-020-103
	OL	E02--020-241A	E02-020-242A	E02--020-242A	E02-020-243A	E02--020-245A
380-415V	XFMR	E03-001-009	E03-001-009	E03--001-009	E03-001-009	E03-001-009
	RJ1-PU2 MF/MR	E0&-110--0075	E06-110-0075	E06-110-0075	E0&-110--0075	E0&-110-0075
		E02-020-101	E02-020-101	E02-020-101	E02--020-101	E02-020-101
	OL	E02--020-241A	E02-020-241A	E02--020-242A	E02-020-242A	E02--020-242A
460V	XFMR	E03--001--010	E03-001--010	E03--001-010	E03-001--010	E03-001-010
	RJ1-PU2	E0&-110--0050	E06-110-0050	E06-110-0050	E06-110-0050	E0&-110-0050
	MF/MR	E02-020-101	E02-020-101	E02-020-101	E02--020-101	E02-020-101
	OL	E02--020-241A	E02-020-241A	E02--020-242A	E02-020-242A	E02--020-242A
575V	XFMR	E03-001--027	E03-001--027	E03--001-027	E03-001--027	E03--001-027
	RJ1-PU2	E0&-110--0050	E06-110-0050	E0&-110--0050	E06-110-0050	E0&-110--0050
	MF/MR	E02-020-101	E02-020-101	E02-020-101	E02--020-101	E02-020-101
	OL	E02--020-241A	E02-020-241A	E02--020-241A	E02-020-242A	E02--020-242A

TABLE 3: PARIS LIST SUPPLEMENT TO TABLE 2

FU2	4	E06-110-0050	FUSE, 50A 600V TIME DELAY CLASS CC	FERRAZ SHAWMUT	ATQRI
FU2	4	E06-110-0075	FUSE, 75A 600V TIME DELAY CLASS CC	FERRAZ SHAWMUT	ATQR3/4
FU2	4	E06--110-0050	FUSE, 3A 600V TIME DELAY CLASS CC	FERRAZ SHAWMUT	ATQRI/2
XFMR	1	E03--001-027	CONTROL CIRCUIT TRANSFORMER, TYPE 1497, 150VA, 600-120	AB	1497-CCKSX-3-N
XFMR	1	E03--001-013	CONTROL CIRCUIT TRANSFORMER, TYPE 1497, 150VA, 208-120	AB	1497-C-HXDX-3-N
XFMR	1	E03--001-010	CONTROL CIRCUIT TRANSFORMER, TYPE 1497, 150VA, 240/480-120	AB	1497-C-BASX-3-N
XFMR	1	E03--001-009	CONTROL CIRCUIT TRANSFORMER, TYPE 1497, 150VA, 380/415/440-230/115	AB	1497-C-MH-3-N
OL	I	E02--020-245A	EC E: PLUS SOLID-STATE OVERLOAD RELAY, 3-PHASE, SCREW TYPE CONTROL TERMINALS, 9.0-45 AMPS	AB	193-IEffD
OL	I	E02--020-243A	EC E: PLUS SOLID-STATE OVERLOAD RELAY, 3-PHASE, SCREW TYPE CONTROL TERMINALS, 5.4-27 AMPS	AB	193-IEFEB
OL	I	E02--020-242A	EC E: PLUS SOLID-STATE OVERLOAD RELAY, 3-PHASE, SCREW TYPE CONTROL TERMINALS, 3.2-16 AMPS	AB	193-IEFDS
OL	I	E02--020-241A	EC E: PLUS SOLID-STATE OVERLOAD RELAY, 3-PHASE, SCREW TYPE CONTROL TERMINALS, 1.0-5.0 AMPS	AB	193-IEFCB
MF/MR	I	E02--020-101	EC CONTACTOR, AC REVERSING, 23 AMPS	AB	104-C23D22
MF/MR	I	E02--020-103	EC CONTACTOR, AC REVERSING, 37 AMPS	AB	104-C37D22
TAG	QTY	JWC PART NUMBER	DESCRIPTION	MFG	CATALOG

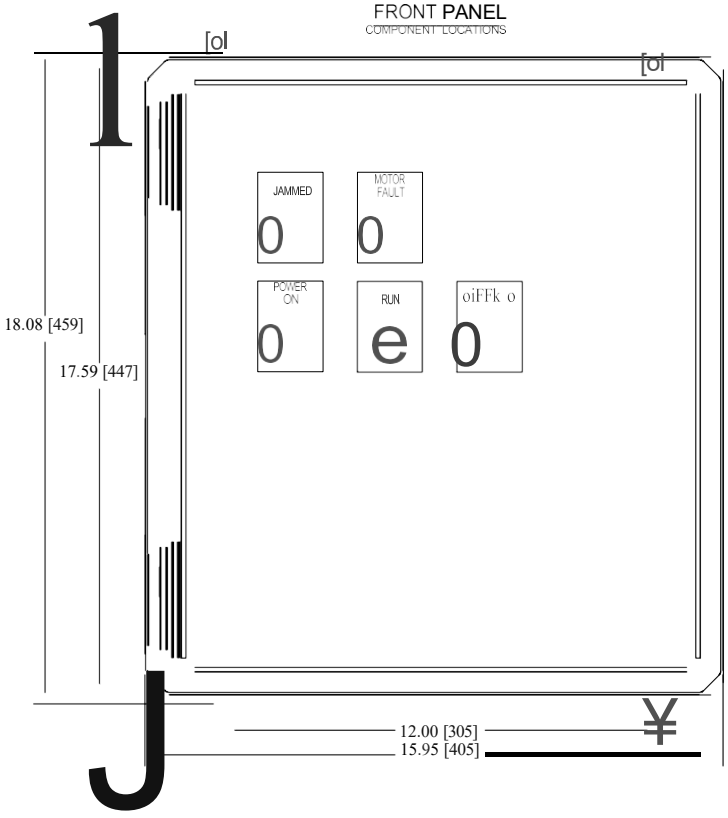
JWC ENVIRONMENTAL
2S505 Rt.64 - SUG 119, Saint Charles, IL 60175

PC2200
NEMA 4X FRP - SINGLE MOTOR
__MOTOR CONTROLLER - SERIES PC2200

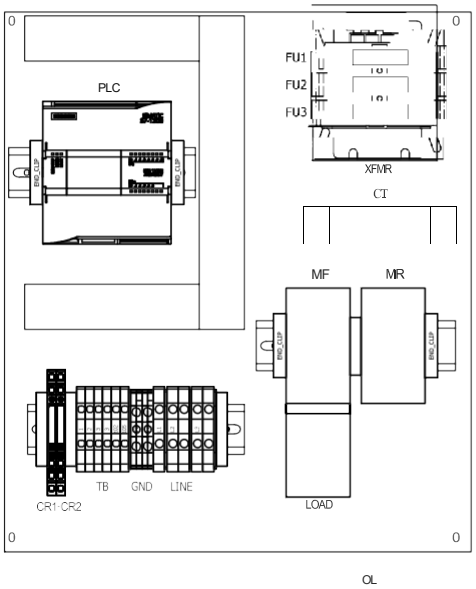
D — PC2200-001-1 — A

UNCONTROLLED COPY

FRONT PANEL
COMPONENT LOCATIONS



BACK PANEL
COMPONENT LOCATIONS



PC2200
NEMA 4X FRP - SINGLE MOTOR MOTOR CONTROLLER- SERIES PC2200
PC2200-001-1

SOLE_SOURCE_determinatin request form Misco Water NEW FORM 12.24.24 updated

Final Audit Report 2025-01-07

Created:	2025-01-03
By:	Kristy Miera (kamiera@santafenm.gov)
Status:	Signed
Transaction ID:	CBJCHBCAABAAdey8qxpgzJ1IdpD2EQFkfblxK2R7xjBe

"SOLE_SOURCE_determinatin request form Misco Water NEW FORM 12.24.24 updated" History

Document created by Kristy Miera (kamiera@santafenm.gov)
2025-01-03 - 11:42:32 PM GMT- IP address: 63.232.20.2

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Signature Date: 2025-01-07 - 7:58:13 PM GMT -Time Source: server- IP address: 63.232.20.2

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Document e-signed by Travis Dutton-Leyda (tkduttonleyda@santafenm.gov)
Signature Date: 2025-01-07 - 8:13:24 PM GMT-Time Source: server- IP address: 174.218.17.167

Agreement completed.
2025-01-07 - 8:13:24 PM GMT

Powered by Adobe Acrobat Sign

MIERA, KRISTY A.

From: GSD.SPDInfo@state.nm.us
Sent: Saturday, February 8, 2025 12:01 AM
To: MIERA, KRISTY A.
Subject: Sole Source #50-M0087-25-CP010 - 30 Days

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Your Sole Source **#50-M0087-25-CP010** notice of intent to award has been posted for 30 days **without protest.**

The status has been changed from "Pending" to "No Protest."

Passing the 30-day posting period does ***not*** mean your contractor can begin work. It ***only*** means the procurement method has been approved.

GSD/SPD State Purchasing Division

GSD.SPD nfo@state.nm.us

$ASSIGNEDNAME$

$ASSIGNEDEMAIL$

CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY)
3/1/2025 2/29/2024

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must have ADDITIONAL INSURED provisions or be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on **this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).**

PRODUCER Lockton Companies Three City Place Drive, Suite 900 St. Louis MO 63141-7081 (314) 432-0500 midwestcertificates@lockton.com	CONTACT NAME: PHONE (A/C, No, Ext): FAX (A/C, No): E-MAIL ADDRESS:
INSURED 1529552 TW Associates, LLC dba MISCOwater 6440 Oak Canyon, Suite 150 Irvine CA 92618	INSURER(S) AFFORDING COVERAGE — NAIC # INSURER A : Illinois Union Insurance Company — 27960 INSURER B : Federal Insurance Company — 20281 INSURER C : Certain Underwriters at Lloyd's, London INSURER D : INSURER E : INSURER F :

COVERAGES **CERTIFICATE NUMBER:** 19882518 **REVISION NUMBER:** XXXXXXX

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDL INSD	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS	
A	X COMMERCIAL GENERAL LIABILITY CLAIMS-MADE | X | OCCUR GEN'L AGGREGATE LIMIT APPLIES PER: X POLICY PRO-JECT LOC OTHER:	N	N	APC G47452636 001	3/1/2024	3/1/2025	EACH OCCURRENCE DAMAGE TO RENTED PREMISES (Ea occurrence) MED EXP (Any one person) PERSONAL & ADV INJURY GENERAL AGGREGATE PRODUCTS - COMP/OP AGG $	$ 1,000,000 $ 1,000,000 $ 10,000 $ 1,000,000 $ 2,000,000 $ 2,000,000 $
B	AUTOMOBILE LIABILITY X ANY AUTO OWNED AUTOS ONLY HIRED AUTOS ONLY SCHEDULED AUTOS NON-OWNED AUTOS ONLY	N	N	(24) 7362-65-82	3/1/2024	3/1/2025	COMBINED SINGLE LIMIT (Ea accident) BODILY INJURY (Per person) BODILY INJURY (Per accident) PROPERTY DAMAGE (Per accident) $	$ 1,000,000 $ XXXXXXX $ XXXXXXX $ XXXXXXX $ XXXXXXX
A	X UMBRELLA LIAB X OCCUR EXCESS LIAB CLAIMS-MADE DED CKJ RETENTION$ 10,000	N	N	XOO G47452648 001	3/1/2024	3/1/2025	EACH OCCURRENCE AGGREGATE $	$ 10,000,000 $ 10,000,000 $ XXXXXXX
B	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in NH) Y / N N If yes, describe under DESCRIPTION OF OPERATIONS below	N/A	N	(25) 7175-12-36	3/1/2024	3/1/2025	X E.L. EACH ACCIDENT E.L. DISEASE - EA EMPLOYEE E.L. DISEASE - POLICY LIMIT	$ 1,000,000 $ 1,000,000 $ 1,000,000
C	Professional Liability	N	N	HPL23-0446	9/30/2023	3/1/2025	Each Claim: $2,000,000 Aggregate: $2,000,000 Retention: $100,000	

DESCRIPTION OF OPERATIONS/ LOCATIONS/ VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)

CERTIFICATE HOLDER

19882518
TW Associates, LLC
dba MISCOwater
6440 Oak Canyon, Suite 150
Irvine CA 92618

CANCELLATION See Attachments

SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.

AUTHORIZED REPRESENTATIVE
ESENTATIVE

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Policy No. (24) 7362-65-82 **COMMERCIAL AUTOMOBILE**

THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

COMMERCIAL AUTOMOBILE BROAD FORM ENDORSEMENT

This endorsement modifies insurance provided under the following:

BUSINESS AUTO COVERAGE FORM
This endorsement modifies the Business Auto Coverage Form.

1. EXTENDED CANCELLATION CONDITION
Paragraph A.2.b. - CANCELLATION - of the COMMON POLICY CONDITIONS form IL 00 17 is deleted and replaced with the following:
b. 60 days before the effective date of cancellation if we cancel for any other reason.

2. BROAD FORM INSURED

A. Subsidiaries and Newly Acquired or Formed Organizations As Insureds
The Named Insured shown in the Declarations is amended to include:
1. Any legally incorporated subsidiary in which you own more than 50% of the voting stock on the effective date of the Coverage Form. However, the Named Insured does not include any subsidiary that is an "insured" under any other automobile policy or would be an "insured" under such a policy but for its termination or the exhaustion of its Limit of Insurance.
2. Any organization that is acquired or formed by you and over which you maintain majority ownership. However, the Named Insured does not include any newly formed or acquired organization:
(a) That is an "insured" under any other automobile policy;
(b) That has exhausted its Limit of Insurance under any other policy; or
(c) 180 days or more after its acquisition or formation by you, unless you have given us written notice of the acquisition or formation.

Coverage does not apply to "bodily injury" or "property damage" that results from an "accident" that occurred before you formed or acquired the organization.

B. Employees as Insureds
Paragraph A.1. - WHO IS AN INSURED - of SECTION II - LIABILITY COVERAGE is amended to add the following:
d. Any "employee" of yours while using a covered "auto" you don't own, hire or borrow in your business or your personal affairs.

C. Lessors as Insureds
Paragraph A.1. - WHO IS AN INSURED - of SECTION II - LIABILITY COVERAGE is amended to add the following:
e. The lessor of a covered "auto" while the "auto" is leased to you under a written agreement if:
(1) The agreement requires you to provide direct primary insurance for the lessor; and
(2) The "auto" is leased without a driver. Such leased "auto" will be considered a covered "auto" you own and not a covered "auto" you hire.

However, the lessor is an "insured" only for "bodily injury" or "property damage" resulting from the acts or omissions by:
1. You;
2. Any of your "employees" or agents; or
3. Any person, except the lessor or any "employee" or agent of the lessor, operating an "auto" with the permission of any of 1. and/or 2. above.

D. Persons And Organizations As Insureds Under A Written Insured Contract
Paragraph A.1 - WHO IS AN INSURED - of SECTION II - LIABILITY COVERAGE is amended to add the following:
f. Any person or organization with respect to the operation, maintenance or use of a covered "auto", provided that you and such person or organization have agreed under an express provision in a written "insured contract", written agreement or a written permit issued to you by a governmental or public authority to add such person or organization to this policy as an "insured".

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(1) with respect to the operation, maintenance or use of a covered "auto"; and
(2) for "bodily injury" or "property damage" caused by an "accident" which takes place after:
(d) You executed the "insured contract" or written agreement; or
(e) The permit has been issued to you.

3. **FELLOW EMPLOYEE COVERAGE**
EXCLUSION B.5. - FELLOW EMPLOYEE - of SECTION II - LIABILITY COVERAGE does not apply.

4. **PHYSICAL DAMAGE - ADDITIONAL TEMPORARY TRANSPORTATION EXPENSE COVERAGE**
Paragraph A.4.a. -TRANSPORTATION EXPENSES - of SECTION **III** - PHYSICAL DAMAGE COVERAGE is amended to provide a limit of $50 per day for temporary transportation expense, subject to a maximum limit of $1,000.

5. AUTO LOAN/LEASE GAP COVERAGE
Paragraph A. 4. - COVERAGE EXTENSIONS - of SECTION **III** - PHYSICAL DAMAGE COVERAGE is amended to add the following:
c. **Unpaid Loan or Lease Amounts**
In the event of a total "loss" to a covered "auto", we will pay any unpaid amount due on the loan or lease for a covered "auto" minus:
1. The amount paid under the Physical Damage Coverage Section of the policy; and
2. Any:
a. Overdue loan/lease payments at the time of the "loss";
b. Financial penalties imposed under a lease for excessive use, abnormal wear and tear or high mileage;
c. Security deposits not returned by the lessor:
d. Costs for extended warranties, Credit Life Insurance, Health, Accident or Disability Insurance purchased with the loan or lease; and
e. Carry-over balances from previous loans or leases.

We will pay for any unpaid amount due on the loan or lease if caused by:
1. Other than Collision Coverage only if the Declarations indicate that Comprehensive Coverage is provided for any covered "auto";
2. Specified Causes of Loss Coverage only if the Declarations indicate that Specified Causes of Loss Coverage is provided for any covered "auto"; or
3. Collision Coverage only if the Declarations indicate that Collision Coverage is provided for any covered "auto.

6. RENTAL AGENCY EXPENSE
Paragraph A. 4. - COVERAGE EXTENSIONS - of SECTION III - PHYSICAL DAMAGE
d. **Rental Expense**
We will pay the following expenses that you or any of your "employees" are legally obligated to pay because of a written contract or agreement entered into for use of a rental vehicle in the conduct of your business:
MAXIMUM WE WILL PAY FOR ANY ONE **CONTRACT OR AGREEMENT:**
1. $2,500 for loss of income incurred by the rental agency during the period of time that vehicle is out of use because of actual damage to, or "loss" of, that vehicle, including income lost due to absence of that vehicle for use as a replacement;
2. $2,500 for decrease in trade-in value of the rental vehicle because of actual damage to that vehicle arising out of a covered "loss"; and
3. $2,500 for administrative expenses incurred by the rental agency, as stated in the contract or agreement.
4. $7,500 maximum total amount for paragraphs 1., 2. and 3. combined.

7. EXTRA EXPENSE - BROADENED COVERAGE
Paragraph A.4. - COVERAGE EXTENSIONS - of SECTION III - PHYSICAL DAMAGE COVERAGE is amended to add the following:
e. **Recovery Expense**
We will pay for the expense of returning a stolen covered "auto" to you.

8. AIRBAG COVERAGE
Paragraph B.3.a. - EXCLUSIONS - of SECTION **III** - PHYSICAL DAMAGE COVERAGE does not apply to the accidental or unintended discharge of an airbag. Coverage is excess over any other collectible insurance or warranty specifically designed to provide this coverage.

9. AUDIO, VISUAL AND DATA ELECTRONIC EQUIPMENT - BROADENED COVERAGE
Paragraph C.1.b. - LIMIT OF INSURANCE - of SECTION III - PHYSICAL DAMAGE is deleted and replaced with the following:
b. $2,000 is the most we will pay for "loss" in any one "accident" to all electronic equipment that reproduces, receives or transmits audio, visual or data signals which, at the time of "loss", is:
(1) Permanently installed in or upon the covered "auto" in a housing, opening or other location that is not normally used by the "auto" manufacturer for the installation of such equipment;
(2) Removable from a permanently installed housing unit as described in Paragraph 2.a. above or is an integral part of that equipment; or
(3) An integral part of such equipment.

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Under Paragraph D. - DEDUCTIBLE- of SECTION III - PHYSICAL DAMAGE COVERAGE the following is added:

No deductible applies to glass damage if the glass is repaired rather than replaced.

11. TWO OR MORE DEDUCTIBLES

Paragraph D.- DEDUCTIBLE - of SECTION **III** - PHYSICAL DAMAGE COVERAGE is amended to add the following:

If this Coverage Form and any other Coverage Form or policy issued to you by us that is not an automobile policy or Coverage Form applies to the same "accident", the following applies:

1. If the deductible under this Business Auto Coverage Form is the smaller (or smallest) deductible, it will be waived; or
2. If the deductible under this Business Auto Coverage Form is not the smaller (or smallest) deductible, it will be reduced by the amount of the smaller (or smallest) deductible.

12. AMENDED DUTIES IN THE EVENT OF ACCIDENT, CLAIM, SUIT OR LOSS Paragraph A.2.a. - DUTIES IN THE EVENT OF AN ACCIDENT, CLAIM, SUIT OR LOSS of SECTION IV - BUSINESS AUTO CONDITIONS is deleted and replaced with the following:

a. In the event of "accident", claim, "suit" or "loss", you must promptly notify us when the "accident" is known to:
   (1) You or your authorized representative, if you are an individual;
   (2) A partner, or any authorized representative, if you are a partnership;
   (3) A member, if you are a limited liability company; or
   (4) An executive officer, insurance manager, or authorized representative, if you are an organization other than a partnership or limited liability company.

   Knowledge of an "accident", claim, "suit" or "loss" by other persons does not imply that the persons listed above have such knowledge. Notice to us should include:
   (1) How, when and where the "accident" or "loss" occurred;
   (2) The "insured's" name and address; and
   (3) To the extent possible, the names and addresses of any injured persons or witnesses.

13. WAIVER OF SUBROGATION

Paragraph A.5. - TRANSFER OF RIGHTS OF RECOVERY AGAINST OTHERS TO US of SECTION IV - BUSINESS AUTO CONDITIONS is deleted and replaced with the following: 5. We will waive the right of recovery we would otherwise have against another person or organization for "loss" to which this insurance applies, provided the "insured" has waived their rights of recovery against such person or organization under a contract or agreement that is entered into before such "loss".

To the extent that the "insured's" rights to recover damages for all or part of any payment made under this insurance has not been waived, those rights are transferred to us. That person or organization must do everything necessary to secure our rights and must do nothing after "accident" or "loss" to impair them. At our request, the insured will bring suit or transfer those rights to us and help us enforce them.

1. UNINTENTIONAL FAILURE TO DISCLOSE HAZARDS

Paragraph 8.2. - CONCEALMENT, MISREPRESENTATION or **FRAUD** of **SECTION IV - BUSINESS AUTO CONDITIONS - is deleted** and replaced with the following:

If you unintentionally fail to disclose any hazards existing at the inception date of your policy, we will not void coverage under this Coverage Form because of such failure.

2. AUTOS RENTED BY EMPLOYEES

Paragraph 8.5. - OTHER INSURANCE of SECTION IV - BUSINESS AUTO CONDITIONS - is amended to add the following:

e. Any "auto" hired or rented by your "employee" on your behalf and at your direction will be considered an "auto" you hire. If an "employee's" personal insurance also applies on an excess basis to a covered "auto" hired or rented by your "employee" on your behalf and at your direction, this insurance will be primary to the "employee's" personal insurance.

3. HIRED AUTO - COVERAGE TERRITORY

Paragraph 8.7.b.(5). - POLICY PERIOD, COVERAGE TERRITORY of SECTION IV - BUSINESS AUTO CONDITIONS is deleted and replaced with the following:

(5) A covered "auto" of the private passenger type is leased, hired, rented or borrowed without a driver for a period of 45 days or less; and

17. RESULTANT MENTAL ANGUISH COVERAGE

Paragraph C. of - SECTION V - DEFINITIONS is deleted and replaced by the following:

"Bodily injury" means bodily injury, sickness or disease sustained by any person, including mental anguish or death as a result of the "bodily

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POLICY NUMBER: (24) 7362-65-82

COMMERCIAL AUTO
16-02-0316 Ed. 10 14

THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

PRIMARY AND NON-CONTRIBUTORY LIABILITY INSURANCE

This endorsement modifies insurance provided under the following:

BUSINESS AUTO COVERAGE FORM

With respect to coverage provided by this endorsement, the provisions of the Coverage Form apply unless modified by the endorsement.

This endorsement changes the policy effective on the inception date of the policy unless another date is indicated below.

Named Insured: UNITED FLOW TECHNOLOGIES HOLDCO, LLC

Endorsement Effective Date: 3/1/2024

SCHEDULE

Name(s) Of Person(s) Or Organization(s):
BLANKET AS REQUIRED BY WRITTEN CONTRACT.
Information required to complete this Schedule, if not shown above, will be shown in the Declarations.

The following is added to Item 5. - "Other Insurance" of Item B. - "General Conditions" under Section IV - "Business Auto Conditions":

e. Regardless of the provisions of Paragraph 5.a. through d. above, for any liability arising out of the ownership, maintenance, use, rental, lease, loan, hire or borrowing by an "insured" of a covered "auto" for which an "insured" is contractually obligated to provide primary insurance coverage to a client, this Coverage Form will be primary and non-contributory with respect to the Persons or Organizations in the schedule, regardless of the availability or existence of other collectible insurance under any other Coverage Form or policy that applies on a primary basis.

WORKERS COMPENSATION AND EMPLOYERS LIABILITY INSURANCE POLICY WC 00 03 13

(Ed. 4-84)

WAIVER OF OUR RIGHT TO RECOVER FROM OTHERS ENDORSEMENT

We have the right to recover our payments from anyone liable for an injury covered by this policy. We will not enforce our right against the person or organization named in the Schedule. (This agreement applies only to the extent that you perform work under a written contract that requires you to obtain this agreement from us.)

This agreement shall not operate directly or indirectly to benefit anyone not named in the Schedule.

Schedule

Any person or organization against whom you have agreed to waive your right of recovery in a written contract, provided such contract was executed prior to the date of loss.

For policies or exposure in Missouri:

Any person or organization for which the employer has agreed by written contract, executed prior to loss, may execute a waiver of subrogation. However, for purposes of work performed by the employer in Missouri, this waiver of subrogation does not apply to any construction group of classifications as designated by the waiver of right to recover from others (subrogation) rule in our manual.

This endorsement changes the policy to which it is attached and is effective on the date issued unless otherwise stated.
(The information below is required only when this endorsement is issued subsequent to preparation of the policy.)

Endorsement Effective 3/1/2024 Policy No. (25) 7175-12-36 Endorsement No.

Insured UNITED FLOW TECHNOLOGIES HOLDCO, LLC Premium$ Incl.

Insurance Company Federal Insurance Company

Countersigned By _____

WC 00 0313
(Ed. 4-84)

©1983 National Council on Compensation Insurance.

WORKERS' COMPENSATION AND EMPLOYERS' LIABILITY INSURANCE POLICY

WC 99 06 43 (Ed. 6-11)

NOTICE OF CANCELLATION - SCHEDULED PERSON(S) OR ORGANIZATION(S)

This endorsement effective on 3/1/2024 (DATE) at 12:01 A.M. standard time, forms a part of

Policy No. (25) 7175-12-36 of the Federal Insurance Company (NAME OF INSURANCE COMPANY)

Issued to UNITED FLOW TECHNOLOGIES HOLDCO, LLC

Authorized Representative

Under Part Six - Conditions of the policy, the following is added:

Notice of Cancellation - Scheduled Person(s) or Organization(s)

When we cancel this policy we will notify the person(s) or organization(s) described in the SCHEDULE at least 30 days (10 days in the event of nonpayment of premium) in advance of the cancellation date.

Any failure by us to notify such person(s) or organization(s) will not:

$ Impose any liability or obligation of any kind upon us; or

$ Invalidate such cancellation.

SCHEDULE

IF YOU ARE OBLIGATED, PURSUANT TO A WRITTEN CONTRACT OR AGREEMENT, TO PROVIDE PERSON(S) OR ORGANIZATION(S) WITH NOTICE OF CANCELLATION, THEN WE WILL NOTIFY SUCH PERSON(S) OR ORGANIZATION(S) PROVIDED THAT WITHIN 15 DAYS OF THE DATE WE SEND NOTICE OF CANCELLATION TO THE FIRST NAMED INSURED, THE FIRST NAMED INSURED OR THE PRODUCER OF RECORD PROVIDES US WITH A SPREADSHEET CONTAINING THE NAME, MAILING ADDRESS AND, IF AVAILABLE, E-MAIL ADDRESS OF THE PERSON(S) OR ORGANIZATION(S)

[redacted]

Named Insured			Endorsement Number
United Flow Technologies Holdco, LLC			21
Policy Symbol	Policy Number	Policy Period	Effective Date of Endorsement
APC	**847452636 001**	**3/1/2024** to **3/1/2025**	**3/1/2024**
Issued By (Name of Insurance Company)			
Illinois Union Insurance Company			

[redacted]

[redacted]

Named Insured			Endorsement Number
United Flow Technologies Holdco, LLC			24
Policy Symbol	Policy Number	Policy Period	Effective Date of Endorsement
APC	G47452636 001	3/1/2024 **to** 3/1/2025	3/1/2024
Issued By (Name of Insurance Company)			
Illinois Union Insurance Company			

Insert the policy number. The remainder of the information is to be completed only when this endorsement is issued subsequent to the preparation of the policy.

THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

This endorsement modifies insurance provided under the following:

CHUBB GL PLUS™ INSURANCE POLICY
COVERAGES A, B, C AND G

SCHEDULE

Person(s) or Organization(s)	Endorsement Number
Any person or organization that you have agreed to include as an additional insured under a written contract provided such contract was executed prior to the date of loss.	

(If no information is shown in the Schedule above, the Schedule shall read: "All person(s) or organization(s) included as additional insured through an endorsement(s) to this policy with the term "Additional Insured" in its title.)

For person(s) or organization(s) listed in the Schedule above that are also included as an additional insured under an endorsement attached to this policy, the following is added to Condition 7. Other Insurance, Coverage **A** . and **G.** of Section **V** - Conditions:

If other valid and collectible insurance is available to an additional insured listed in the Schedule above for a loss we cover under this policy, this insurance will apply to such loss on a primary basis and we will not seek contribution from the other insurance available to the additional insured provided that you have specifically agreed in a written contract executed prior to the loss that this insurance must be primary and non-contributory with such other insurance issued directly to such additional insured.

All other terms and conditions of this policy remain unchanged.

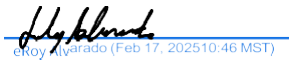
Authorized Representative

 Includes copyrighted material of Insurance Services Office, Inc., with its permission.

[redacted]

Named Insured				Endorsement Number
United Flow Technologies Holdco, LLC				20
Policy Symtml	Policy Number	Policy Period		Effective Date of Endorsement
APC	**G47452636 001**	**3/1/2024** to	**3/1/2025**	**3/1/2024**
Issued By (Name of Insurance Company)				
Illinois Union Insurance Company				

[redacted]

Signature: 

Email: lmalvarado@santafenm.gov

Signature: 

Email: mldozier@santafenm.gov

CITY OF SANTA FE

The Purchasing Memo

Date: April 7, 2025

To: Governing Body and Public Works & Utilities Committee

From: Micheal Dozier, Wastewater Management Division Director MD

Via: LeRoy Alvarado Wastewater Management Division Operations Supervisor LA

Subject: Aqua Guard Ultra Clean Filter Model Replacement

Vendor Name: Parkson Corporation

Munis Vendor Number: 1484

ITEM AND ISSUE:

Wastewater Management Division Wastewater Treatment Plant respectfully requests your review and approval of a Sole Source in the total amount of $320,215.00 including tax for an Aqua Guard Ultra Clean Filter Model AGUC-NMA with Parkson Corporation.

Request for Approval of a Budget Adjustment Resolution (BAR) in the Total Amount of 320,215 from Cash Fund 500 to Repair and Maintenance System Equipment.

CONTRACT NUMBER:

N/A

BACKGROUND AND SUMMARY:

Parkson Corporation is the sole provider of the Aqua Guard Ultra Clean Filter screen Model AGUC-MN-A. In June 2024 one of the two existing units was replaced with a modern version Parkson screen. This significantly decreased number of debris interring the treatment facility. Removing debris prior to treatment is critical to ensure that pumping systems do not get fouled up by decreasing treatment and pumping capacity. Currently the remaining old unit is deteriorating at an accelerated rate. Plastic pieces of the screening equipment are breaking off and plugging the grit separating system. Large debris are passed through into the pumping systems which eventually plug the lines. Excessive blockages will ultimately cause permeating.

FUNDING SOURCE:

Fund Name/Number: Wastewater Enterprise Fund/500

Munis Org Name/Number: WW Treatment Plant 5000367

Munis Object Name/Number: Equipment & Machinery >$5K 570500

Budget Officer / Designee: Andy Hopkins **Date:** 04/17/2025

Budget Officer Comment/Exceptions: _____

PROCUREMENT METHOD:

The procurement method used was NMSA 1978, Section 13-1-126, Sole Source

Chief Procurement Officer (CPO) / Designee: _____ **Date:** 04/17/2025

CPO Comment/Exceptions: The request to GB is to proceed with the purchase of the requested items using NMSA 1978, Section 13-1-126 as the procurement vehicle.

ASSOCIATED APPROVALS:

IT Components included? ☐ Yes | ☒ No

Approval: _____ **Title:** _____ **Date:** _____

Comment/Exceptions: _____

Vehicles included? ☐ Yes | ☒ No

Approval: _____ **Title:** _____ **Date:** _____

Comment/Exceptions: _____

Construction to City Facilities, Furniture, and/or Fixtures included? ☐ Yes | ☒ No

Approval: _____ **Title:** _____ **Date:** _____

Comment/Exceptions: _____

Is this an externally funded purchase? ☐ Yes | ☒ No

If yes, what is the issuing agency: _____

Approval: _____ **Title:** _____ **Date:** _____

Comment/Exceptions: _____

Is this a Capital Asset or Project? ☒ Yes | ☐ No

Project Ledger Number: _____

Approval: _____ **Title:** _____ **Date:** _____

Comment/Exceptions: _____

ATTACHMENTS:

CPO Service Determination Email
Procurement document: Sole Source Determination
Vendor's Quote
Certificate of Liability Insurance (COI)
Horizons declination
BAR

City of Santa Fe, New Mexico

SOLE SOURCE REQUEST AND DETERMINATION FORM

This Sole Source request form must be submitted to the Central Purchasing Division for authorization, determination, and processing by the Chief Procurement Officer (CPO).
Complete this form in its entirety!

Date: 12/24/2024 **Prepared By:** LeRoy Alvarado

Email: lmalvarado@santafenm.gov **Phone #:** 505-469-5358

Description of Goods/Service to be Procured (short title):
Aqua Guard Ultra Clean Filter screen Model AGUC-MN-A Replacement

Vendor Name: Parkson Corporation

Address: 562 Bunker Court

City: Vernon Hills **State:** IL **Zip Code:** 60061

Justification (choose from the drop down): Sole Vendor

Type of good/service (choose from the drop down): Tangible Goods

***Estimated Cost:** $319,817.00 **Term of Contract:** n/a

*Tax is subject to change. **Ensure the amount matches the amount to be invoiced. If the vendor must charge tax, they need to state that "tax will be added on the invoice" TAX WILL BE ADDED ON INVOICE**

Quantity of the service:
example: 12 MONTHS, 15 LICENSES, ETC. 5 months

Conversion: To Requisition **Org / Object:** 5000367-520150

Place checkmarks to affirm you agree and have included these documents:

☒ **The vendor has affirmed sole source for the services, construction, or items of tangible personal property by providing a letter on company letterhead signed by leadership affirming they are the sole provider of the goods/services outlined in the scope of work, and documentation has been provided that due diligence was conducted to identify other possible vendors/contractors to provide the requested services/goods but proved unsuccessful.**
☒ **Itemized price quote from sole source vendor fully detailing costs for goods/services in scope of work. (Must state whether they are going to charge tax or not.)**

☐ **If contract value exceeds CM Approval Amount, include agenda item to present to 2 Committees and Governing Body. n/a**

Place checkmarks to affirm this request aligns with each of the requirements in NMSA 1978, Section 13-1-126:

☒ **There is only one source for the required service, construction, or item of tangible personal property.**

☒ **The service, construction, or item of tangible personal property is unique and this uniqueness is substantially related to the intended purpose of the contract.**

☒ **Other similar services, construction, or items of tangible personal property cannot meet the intended purpose of the contract.**

1. **Explain the purpose/need of purchase. Ensure to include a thorough scope of work for the services, construction, or item(s) of tangible personal property (if this is an amendment request to an existing contract, attach current contract).**
-Please note that specifications cannot be narrowly drafted to preclude competition solely to allow award to a favored vendor.
Parkson Corporation is the sole provider of the Aqua Guard Ultra Clean Filter screen Model AGUC-MN-A. in the recent past one of the two existing units was replaced with a modern version Parkson screen. Currently the old unit is deteriorating at an accelerated rate. Plastic pieces of the screen portion of the unit are breaking off and plugging the grit separating system. Large debris are pass through into the pumping systems which eventually plug the lines. Excessive blockages will ultimately cause permeate damage to the pumping systems creating additional damage.
Scope of work: Procure equipment from vendor, Startup units after (installation by others)with vendor.

2. **Provide a detailed explanation of the criteria developed and specified by the department as necessary to perform and/or fulfill the contract.**

The Aqua Guard Ultra Clean Filter Model AGUC-MN-A is a replacement in kind. No other similar screen can be used without making extensive piping and Channel changes.

3. **Provide an explanation of the prospective vendor's unique qualifications, proprietary rights, or capabilities that make them the only source able to meet the intended purpose of the contract. Uniqueness should be fact-based and substantially related to the contract's purpose. Reasons should focus on factual uniqueness rather than statements such as "best" or "least costly" source.**

The screening units need to stay the same model so that maintenance and spare parts inventory is all consistent and simplified. Acquiring the same equipment for the replacement of the existing unit would simplify replacement.

4. Explain why other similar professional services, services, construction, or item(s) of tangible personal property *cannot* meet the intended purpose of the contract.

No other source is available. There are no other quotes that entail savings to purchase the parts provided by a sole vendor who is also, the manufacturer.

Approvals:
Based on the above facts, the City of Santa Fe Purchasing Officer has made the determination that the justification for a Sole Source procurement is in accordance with NMSA 1978, Section 13-1-126 and shall be posted for a 30-day period prior to award.

Travis Dutton-Leyda, CPO for the City of Santa Fe

Date: 02/25/2025

Department Approval by:

Jesse Roach, Acting Department Director

Date: 02/25/2025

Pursuant to NMSA 1978, Section 13-1-126 Sole Source Procurement, the 30-day posting period of the Notice of Intent to Award this Sole Source request was met and no objections to the award to the above referenced vendor were received. ***This Sole Source determination will be valid for the term stated on the first page of this document.***

Travis Dutton-Leyda

Travis Dutton-Leyda, CPO for the City of Santa Fe

Date: 03/31/2025

1401 West Cypress Creek Road
Suite 100
Fort Lauderdale FL 33309-1969

Phone 1.888.PARKSON
Fax 954.974.6182

Date: November 26, 2024

City of Santa Fe, NM

Subject: Sole Source Letter

Subject Product: Aquaguard Ultra Clean and AquaWash Press

To Whom it May Concern:

This document is to confirm that Parkson Corporation is the sole source provider for the Aquaguard Ultra Clean (AGUC-MN) and AquaWash Press (AWP) and AFM parts for the subject product. Parkson Corporation is the original manufacturer/supplier of the subject product and is the only source for OEM replacement parts and equipment. In addition, Parkson/FilterOne is the only company that provides certified technicians to perform work on the subject product.

If you have questions regarding this issue, please contact Marty Unger at 954-383-1757.

Sincerely,

Marty Unger (Regional Sales Manager)
Parkson Corporation

Quotation

NUMBER: B020 Rev 1
DATE: November 18, 2024
TO: City of Santa Fe
REF.: Paseo Real WWTP
Screen No. 2 Replacement

Parkson Corporation is pleased to provide a quotation for the following equipment.

ITEM 1 EQUIPMENT

One (1) Aqua Guard® Ultra Clean™ self-cleaning bar/filter screen model AGUC-MN-A

1.A Equipment Description:

1. Unit shall be 4'-0" wide (W) and designed for installation in a channel 4'-0" wide x 6'-6" deep (H). Solids larger than 6 mm nominal screen opening shall be removed from the flow and conveyed to a discharge point approximately 4'-3" above the top of the channel. When installed, the screen shall be inclined 75° from the horizontal and have a total discharge height (H1) of 11'-0" (as measured from the base of the screen to the discharge point). There will be a 3.5" recess required in the bottom of the channel.
2. Unit shall be capable of passing a peak flow of 13 MGD. The head loss across the screen at this flow will not exceed 15" assuming a downstream water level of 2.23'. The head loss calculation is based on assumption of a clean screen, clean water and **steady state flow.**
3. Materials of construction will be as follows:
   Frame: Type 304 stainless steel, 3/16" thick.
   Filter elements: High impact plastic.
   Side plates: High impact plastic.
   Shafts, chain links, guide rails, drive sprocket inserts: Type 304 stainless steel.
   Rollers: 400 series stainless steel (heat treated).
   Chain bushings: 400 series stainless steel (heat treated).
   Side seals: Neoprene rubber, with type 304 stainless steel backing plates.
4. Screen drive with a 3/4 HP, 230/460V, 3 ∅, 60 Hz explosion-proof motor.
5. Manifold lubrication system.
6. Screen washing system consisting of two (2) type 304 stainless steel spray bars with quick release spray nozzles and NEMA 7 brass body solenoid valve with a 1-1/4" NPT connection.
7. Brush assembly of hybrid construction, with a side mounted door to provide access for brush replacement.
8. Brush drive with a 1 HP, 230/460V, 3 ∅, 60 Hz explosion-proof motor.
9. Electrical overload device consisting of SSAC current monitors.
10. Front and rear covers fabricated of 14 gauge type 304 stainless steel, to enclose the portion of the screen above the channel.
11. Discharge chute fabricated of 14 gauge type 304 stainless steel, to direct screenings into the screenings wash press inlet chute.
12. Locally mounted E-stop pushbutton in a NEMA 7 enclosure.

13. Main control panel furnished in a remotely located NEMA 4X type 304 stainless steel enclosure, housing controls for the screen and wash press. To include motor starters, control transformer, main disconnect, programmable relay, float switch level sensor, and all other necessary switches, lights, and pushbuttons.
14. The Aqua Guard® screen shall be factory assembled and tested, and shall be shipped to job site fully assembled.

One (1) Aqua Wash Press® unit model AWP8-3

1.C Equipment Description:

1. The Aqua Wash Press® unit will consist of a spiral, trough, support legs, wash zone, trough flush spray, press zone, drive system and controls.
2. The unit will be designed to receive and wash screenings, then reduce the volume and water content by means of a pressing zone.
3. The press will have an inlet capacity of 35 cu.ft./hour, handling wet screenings with an approximate dry weight of not less than 8% solids.
4. The shafted spiral will be constructed of carbon steel, with an O.D. of 8" and having 0.63 inch thick flights. A brush will be bolted to the spiral in the inlet area to scour the perforated sheet.
5. The trough will be fabricated of type 304 stainless steel, having 0.19 inch diameter perforations, chamfered on the outside. It will receive free liquid from the washed solids and direct the flow to a 4 inch O.D. drain tube.
6. The inlet area, 11 inches wide by 39 inches in length, will receive incoming materials.
7. The wash zone will include a spray wash system to wash organic residue from the screenings.
8. The press will include a spray wash system to flush organic residue trapped in the trough.
9. The unit's drive system will consist of a motor, gear reducer and carbon steel drive shaft. The motor will be 3 HP explosion-proof, 1800 RPM, 230/460 volt, 3 Phase, 60 Hz. The gear reducer is a shaft-mounted worm type gear reducer driven by a direct-coupled motor. The reducer will have a cast iron housing and output speed of 14 RPM and the drive shaft will be direct coupled to the spiral.
10. In addition to the drive motor, the following electrical devices will be furnished:
    a. Two (2) 120 volt, single phase, 60 Hz brass body solenoid valves housed in NEMA 7 enclosures.
    b. Locally mounted E-stop pushbutton in a NEMA 7 enclosure.
11. Inlet chute of 12 gauge type 304 stainless steel construction, to receive screenings from the Aqua Guard screen.
12. Discharge piping consisting of 14 gauge type 304 stainless steel, to direct the screenings to a dumpster.

ITEM 2 SERVICES

2.A Drawings and Installation, Operation and Maintenance (IO&M) Manuals:

1. Approval drawings: 2 prints included
2. Certified drawings: 2 prints included
3. IO&M manuals: 2 included

2.B Start-Up Assistance:

Parkson will furnish a factory representative for a total of two (2) days during one (1) trip to the jobsite to assist in installation inspection, start-up supervision, and operator training. Dates of service to be scheduled upon Purchaser's written request. To include all equipment listed above.

2.C Mechanical Warranty:

Per Section XVI of the Standard Conditions of Sale.

PURCHASE PRICE:

All of the above for ..... $319,817.00 USD
F.O.B. shipping point, freight included, taxes excluded.

OPTIONS FOR ONE SCREEN/COMPACTOR:

NEMA 7 HOA (3-Hole) for screen……ADD…….$3,500.00 USD

NEMA 7 HOA (2-Hole) for compactor……..ADD…….$3,000.00 USD

VALIDITY:

Purchase Price is valid for sixty (60) days from the quotation date, for shipment of equipment within the timetable stated below.

PAYMENT TERMS:

10% with order, 15% upon approval of submittals, 75% upon shipment of equipment not to exceed 180 days after shipment.

Please refer to our Standard Conditions of Sale regarding additional details about price validity, escalation potential and materials availability.

TIMETABLE GUIDELINE:

Within ten (10) business days of receiving a written Purchase Order in Parkson's office, if necessary, Parkson will submit a written Request for Additional Information requesting items including, but not limited to, full-scale drawings, specification sections, amendments and other documents necessary for Parkson to begin work on this Project. No work can be done on this Project until all Additional Information is received by Parkson, thus beginning the Submittal Phase. If you do not receive such a Request for Additional Information within the stated ten (10) business days, then the Submittal Phase will begin on the eleventh (11th) business day following receipt of the written Purchase Order in Parkson's office. The Shipment Phase is thereafter contingent upon your final approval of all submitted Approval Drawings. Once said final approval is received in Parkson's offices, the Shipment Phase will begin.

Submittal Phase: Approval drawings will be submitted six (6) weeks from receipt of all requested Additional Information if necessary, or if not necessary, from the eleventh (11th) business day following receipt of a written Purchase Order in Parkson's office.

Shipment Phase: Sixteen (16) weeks following receipt of final approval of all submitted Approval Drawings in Parkson's office.

If the Submittal Phase is waived, the Shipment Phase will begin on receipt of all requested Additional Information if necessary, or if not necessary, on the eleventh (11th) business day following receipt of a written Purchase Order in Parkson's offices.

Dates are subject to confirmation upon receipt of written Purchase Order.

TERMS AND CONDITIONS:

This Quotation is governed by and subject to Parkson's Standard Conditions of Sale, which are incorporated by reference and accessible at: http://www.parkson.com/files/documents/Sales-conditions.pdf.

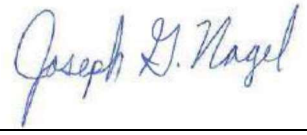
BUYER/OWNER RESPONSIBILITY:

- Removal of existing equipment.
- Anchor bolts.
- Spare parts.
- Concrete modifications.
- Local disconnects or junction boxes.
- Level sensor mounting pipe.
- Control panel supports or mounting.
- Spray wash water connection and piping.
- Heat tracing and power for heat tracing of equipment and spray wash water piping.
- Drain connections and piping.
- Manual shutoff valves, gate valves, check valves, butterfly valves, Y-strainers.
- Pressure gauges.
- Screenings dumpster.
- Lubricants.
- Shop or field painting.
- Unloading, uncrating, installation and installation supervision. Installation will, at minimum, require a forklift and possibly a crane/hoist.
- Readiness of the equipment before requesting start-up service. Non-readiness may incur additional charges.
- Electrical connection and interconnecting wiring (including any of the following: Solenoid valves, level sensor, motors, E-stops, main controls); wiring and conduit from each unit-mounted electrical device to a terminal box or control panel.
- Interconnecting piping.
- Piping connections, platforms, ladders, gratings and railings unless stated otherwise.
- Determining the compatibility of equipment materials of construction and process conditions (air and water) is the responsibility of the owner and/or consulting engineer. Note that even relatively low levels of H2S and/or Chlorides can cause corrosion of 304SS and thus it is important for the owner and/or consulting engineer to pay particular attention to materials suitability for the specific water/wastewater in which the equipment will be operated. Higher grades of stainless steel like 316 are options.
- Any other auxiliary equipment or service not detailed above.

Please return one signed copy of this Quotation, or your Purchase Order, to Parkson Corporation at the address below. Refer to this Quotation, date, and related correspondence.

Issued By:

PARKSON CORPORATION
562 Bunker Court
Vernon Hills, IL 60061



Name: Joseph G. Nagel
Title: Municipal Sales
Date: November 8, 2024

Accepted By: (Herein called the Buyer)

Name
Title:
Date:

SOLE_SOURCE_determinatin request form NEW FORM 12.26.24

Final Audit Report 2025-02-25

Created:	2025-02-25
By:	Kristy Miera (kamiera@santafenm.gov)
Status:	Signed
Transaction ID:	CBJCHBCAABAAk9-I8qFI1DLPsVJedwCC_8CNEJseGiu3

"SOLE_SOURCE_determinatin request form NEW FORM 12.26.24" History

Document created by Kristy Miera (kamiera@santafenm.gov)
2025-02-25 - 4:24:37 PM GMT- IP address: 63.232.20.2

Document emailed to Jesse Roach (jdroach@santafenm.gov) for signature
2025-02-25 - 4:25:33 PM GMT

Email viewed by Jesse Roach (jdroach@santafenm.gov)
2025-02-25 - 4:34:21 PM GMT- IP address: 104.47.64.254

Document e-signed by Jesse Roach (jdroach@santafenm.gov)
Signature Date: 2025-02-25 - 4:35:07 PM GMT - Time Source: server- IP address: 63.232.20.2

Document emailed to Travis Dutton-Leyda (tkduttonleyda@santafenm.gov) for signature
2025-02-25 - 4:35:08 PM GMT

Document e-signed by Travis Dutton-Leyda (tkduttonleyda@santafenm.gov)
Signature Date: 2025-02-25 - 4:50:29 PM GMT - Time Source: server- IP address: 63.232.20.2

Agreement completed.
2025-02-25 - 4:50:29 PM GMT

Powered by Adobe Acrobat Sign

MIERA, KRISTY A.

From: GSD.SPDInfo@state.nm.us
Sent: Saturday, March 29, 2025 12:01 AM
To: MIERA, KRISTY A.
Subject: Sole Source #50-M0087-25-CP086 - 30 Days

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Your Sole Source #**50-M0087-25-CP086** notice of intent to award has been posted for 30 days **without protest**.

The status has been changed from "Pending" to "No Protest."

Passing the 30-day posting period does ***not*** mean your contractor can begin work. It ***only*** means the procurement method has been approved.

GSD/SPD State Purchasing Division

GSD.SPDInfo@state.nm.us

$ASSIGNEDNAME$

$ASSIGNEDEMAIL$

Quotation

NUMBER: B020 Rev 2
DATE: March 28, 2025
TO: City of Santa Fe
REF.: Paseo Real WWTP
Screen No. 2 Replacement

Parkson Corporation is pleased to provide a quotation for the following equipment.

ITEM 1 EQUIPMENT

One (1) Aqua Guard® Ultra Clean™ self-cleaning bar/filter screen model AGUC-MN-A

1.A Equipment Description:

1. Unit shall be 4'-0" wide (W) and designed for installation in a channel 4'-0" wide x 6'-6" deep (H). Solids larger than 6 mm nominal screen opening shall be removed from the flow and conveyed to a discharge point approximately 4'-3" above the top of the channel. When installed, the screen shall be inclined 75° from the horizontal and have a total discharge height (H1) of 11'-0" (as measured from the base of the screen to the discharge point). There will be a 3.5" recess required in the bottom of the channel.
2. Unit shall be capable of passing a peak flow of 13 MGD. The head loss across the screen at this flow will not exceed 15" assuming a downstream water level of 2.23'. The head loss calculation is based on assumption of a clean screen, clean water and **steady state flow.**
3. Materials of construction will be as follows:
   Frame: Type 304 stainless steel, 3/16" thick.
   Filter elements: High impact plastic.
   Side plates: High impact plastic.
   Shafts, chain links, guide rails, drive sprocket inserts: Type 304 stainless steel.
   Rollers: 400 series stainless steel (heat treated).
   Chain bushings: 400 series stainless steel (heat treated).
   Side seals: Neoprene rubber, with type 304 stainless steel backing plates.
4. Screen drive with a 3/4 HP, 230/460V, 3 ∅, 60 Hz explosion-proof motor.
5. Manifold lubrication system.
6. Screen washing system consisting of two (2) type 304 stainless steel spray bars with quick release spray nozzles and NEMA 7 brass body solenoid valve with a 1-1/4" NPT connection.
7. Brush assembly of hybrid construction, with a side mounted door to provide access for brush replacement.
8. Brush drive with a 1 HP, 230/460V, 3 ∅, 60 Hz explosion-proof motor.
9. Electrical overload device consisting of SSAC current monitors.
10. Front and rear covers fabricated of 14 gauge type 304 stainless steel, to enclose the portion of the screen above the channel.
11. Discharge chute fabricated of 14 gauge type 304 stainless steel, to direct screenings into the screenings wash press inlet chute.
12. Locally mounted E-stop pushbutton in a NEMA 7 enclosure.

13. Main control panel furnished in a remotely located NEMA 4X type 304 stainless steel enclosure, housing controls for the screen and wash press. To include motor starters, control transformer, main disconnect, programmable relay, float switch level sensor, and all other necessary switches, lights, and pushbuttons.
14. The Aqua Guard® screen shall be factory assembled and tested, and shall be shipped to job site fully assembled.

One (1) Aqua Wash Press® unit model AWP8-3

1.C Equipment Description:

1. The Aqua Wash Press® unit will consist of a spiral, trough, support legs, wash zone, trough flush spray, press zone, drive system and controls.
2. The unit will be designed to receive and wash screenings, then reduce the volume and water content by means of a pressing zone.
3. The press will have an inlet capacity of 35 cu.ft./hour, handling wet screenings with an approximate dry weight of not less than 8% solids.
4. The shafted spiral will be constructed of carbon steel, with an O.D. of 8” and having 0.63 inch thick flights. A brush will be bolted to the spiral in the inlet area to scour the perforated sheet.
5. The trough will be fabricated of type 304 stainless steel, having 0.19 inch diameter perforations, chamfered on the outside. It will receive free liquid from the washed solids and direct the flow to a 4 inch O.D. drain tube.
6. The inlet area, 11 inches wide by 39 inches in length, will receive incoming materials.
7. The wash zone will include a spray wash system to wash organic residue from the screenings.
8. The press will include a spray wash system to flush organic residue trapped in the trough.
9. The unit’s drive system will consist of a motor, gear reducer and carbon steel drive shaft. The motor will be 3 HP explosion-proof, 1800 RPM, 230/460 volt, 3 Phase, 60 Hz. The gear reducer is a shaft-mounted worm type gear reducer driven by a direct-coupled motor. The reducer will have a cast iron housing and output speed of 14 RPM and the drive shaft will be direct coupled to the spiral.
10. In addition to the drive motor, the following electrical devices will be furnished:
    a. Two (2) 120 volt, single phase, 60 Hz brass body solenoid valves housed in NEMA 7 enclosures.
    b. Locally mounted E-stop pushbutton in a NEMA 7 enclosure.
11. Inlet chute of 12 gauge type 304 stainless steel construction, to receive screenings from the Aqua Guard screen.
12. Discharge piping consisting of 14 gauge type 304 stainless steel, to direct the screenings to a dumpster.

ITEM 2 SERVICES

2.A Drawings and Installation, Operation and Maintenance (IO&M) Manuals:

1. Approval drawings: 2 prints included
2. Certified drawings: 2 prints included
3. IO&M manuals: 2 included

2.B Start-Up Assistance:

Parkson will furnish a factory representative for a total of two (2) days during one (1) trip to the jobsite to assist in installation inspection, start-up supervision, and operator training. Dates of service to be scheduled upon Purchaser's written request. To include all equipment listed above.

2.C Mechanical Warranty:

Per Section XVI of the Standard Conditions of Sale.

PURCHASE PRICE:

Equipment ..... $314,957.00 USD
F.O.B. shipping point, freight included
Labor ..... $4,860.00 USD
NM Gross Receipts Tax (8.1875%) ..... $398.00 USD
TOTAL ..... $320,215.00 USD

OPTIONS FOR ONE SCREEN/COMPACTOR:

NEMA 7 HOA (3-Hole) for screen……ADD…….$3,500.00 USD
NEMA 7 HOA (2-Hole) for compactor……..ADD…….$3,000.00 USD

VALIDITY:

Purchase Price is valid for sixty (60) days from the quotation date, for shipment of equipment within the timetable stated below.

PAYMENT TERMS:

10% with order, 15% upon approval of submittals, 75% upon shipment of equipment not to exceed 180 days after shipment.

Please refer to our Standard Conditions of Sale regarding additional details about price validity, escalation potential and materials availability.

TIMETABLE GUIDELINE:

Within ten (10) business days of receiving a written Purchase Order in Parkson's office, if necessary, Parkson will submit a written Request for Additional Information requesting items including, but not limited to, full-scale drawings, specification sections, amendments and other documents necessary for Parkson to begin work on this Project. No work can be done on this Project until all Additional Information is received by Parkson, thus beginning the Submittal Phase. If you do not receive such a Request for Additional Information within the stated ten (10) business days, then the Submittal Phase will begin on the eleventh (11th) business day following receipt of the written Purchase Order in Parkson's office. The Shipment Phase is thereafter contingent upon your final approval of all submitted Approval Drawings. Once said final approval is received in Parkson's offices, the Shipment Phase will begin.

Submittal Phase: Approval drawings will be submitted six (6) weeks from receipt of all requested Additional Information if necessary, or if not necessary, from the eleventh (11th) business day following receipt of a written Purchase Order in Parkson's office.

Shipment Phase: Sixteen (16) weeks following receipt of final approval of all submitted Approval Drawings in Parkson's office.

If the Submittal Phase is waived, the Shipment Phase will begin on receipt of all requested Additional Information if necessary, or if not necessary, on the eleventh (11th) business day following receipt of a written Purchase Order in Parkson's offices.

Dates are subject to confirmation upon receipt of written Purchase Order.

TERMS AND CONDITIONS:

This Quotation is governed by and subject to Parkson's Standard Conditions of Sale, which are incorporated by reference and accessible at: http://www.parkson.com/files/documents/Sales-conditions.pdf.

BUYER/OWNER RESPONSIBILITY:

- Removal of existing equipment.
- Anchor bolts.
- Spare parts.
- Concrete modifications.
- Local disconnects or junction boxes.
- Level sensor mounting pipe.
- Control panel supports or mounting.
- Spray wash water connection and piping.
- Heat tracing and power for heat tracing of equipment and spray wash water piping.
- Drain connections and piping.
- Manual shutoff valves, gate valves, check valves, butterfly valves, Y-strainers.
- Pressure gauges.
- Screenings dumpster.
- Lubricants.
- Shop or field painting.
- Unloading, uncrating, installation and installation supervision. Installation will, at minimum, require a forklift and possibly a crane/hoist.
- Readiness of the equipment before requesting start-up service. Non-readiness may incur additional charges.
- Electrical connection and interconnecting wiring (including any of the following: Solenoid valves, level sensor, motors, E-stops, main controls); wiring and conduit from each unit-mounted electrical device to a terminal box or control panel.
- Interconnecting piping.
- Piping connections, platforms, ladders, gratings and railings unless stated otherwise.
- Determining the compatibility of equipment materials of construction and process conditions (air and water) is the responsibility of the owner and/or consulting engineer. Note that even relatively low levels of H2S and/or Chlorides can cause corrosion of 304SS and thus it is important for the owner and/or consulting engineer to pay particular attention to materials suitability for the specific water/wastewater in which the equipment will be operated. Higher grades of stainless steel like 316 are options.
- Any other auxiliary equipment or service not detailed above.

Please return one signed copy of this Quotation, or your Purchase Order, to Parkson Corporation at the address below. Refer to this Quotation, date, and related correspondence.

Issued By:

PARKSON CORPORATION
562 Bunker Court
Vernon Hills, IL 60061

Name: Joseph G. Nagel
Title: Municipal Sales
Date: March 28, 2025

Accepted By: (Herein called the Buyer)

Name
Title:
Date:

Log # *{Finance use only}*:	
Journal # *{Finance use only}*:	

City of Santa Fe, New Mexico
BUDGET AMENDMENT RESOLUTION (BAR)

DEPARTMENT / DIVISION NAME	DATE
Public Utilities/Wastewater	8/28/2024

ITEM DESCRIPTION	ORG	OBJECT	PROJECT	INCREASE	DECREASE
EXPENDITURES				*{enter as positive #}*	*{enter as negative #}*
WW Treatment Plant/Equipment & Machinery	5000367	570500		$ 320,215.00	
REVENUES				*{enter as negative #}*	*{enter as positive #}*
				$ 320,215	$ -

JUSTIFICATION: *(use additional page if needed)*
--Attach supporting documentation/memo
To increase Equipment & Machinery for **Parkson** Corporation in the amount of $320,215 (please see memo for more detail)
Please when posting BAR indentify vendor name…

{Complete section below if BAR results in a net change to ANY Fund}

Fund(s) Affected	Fund Balance Increase/(Decrease)
500	(320,215)
TOTAL:	**(320,215)**

Linda Macallister
Linda Macallister (Apr 7, 2025 12:09 MDT)
Prepared By *{print name}* — Apr 7, 2025 Date

Division Director Signature *{optional}* — Apr 11, 2025 Date

Department Director Signature — Apr 14, 2025 Date

{Use this form for Finance Committee/ City Council agenda items ONLY}

CITY COUNCIL APPROVAL

City Council Approval Date

Agenda Item #:

Andy Hopkins
Budget Officer — 04/17/2025 Date

Finance Director *{≤ $5,000}* — Date

City Manager *{≤ $60,000}* — Date

CERTIFICATE OF LIABILITY INSURANCE

DATE(MM/DD/YYYY)
04/16/2025

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must have ADDITIONAL INSURED provisions or be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

PRODUCER
Aon Risk Services Northeast, Inc.
Boston MA Office
53 State Street
Suite 2201
Boston MA 02109 USA

CONTACT NAME:
PHONE (A/C. No. Ext): (866) 283-7122 **FAX (A/C. No.):** (800) 363-0105
E-MAIL ADDRESS:

INSURER(S) AFFORDING COVERAGE		NAIC #
INSURER A:	Liberty Insurance Corporation	42404
INSURER B:	Liberty Mutual Fire Ins Co	23035
INSURER C:		
INSURER D:		
INSURER E:		
INSURER F:		

INSURED
Parkson Corporation
2 Washington St
Suite 213
Dover NH 03820 USA

COVERAGES **CERTIFICATE NUMBER:** 570112126858 **REVISION NUMBER:**

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

Limits shown are as requested

INSR LTR	TYPE OF INSURANCE	ADDL INSD	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS	
B	X **COMMERCIAL GENERAL LIABILITY** CLAIMS-MADE X OCCUR GEN'L AGGREGATE LIMIT APPLIES PER: X POLICY PRO-JECT LOC OTHER:			TB2631510818054 General Liability	07/01/2024	07/01/2025	EACH OCCURRENCE DAMAGE TO RENTED PREMISES (Ea occurrence) MED EXP (Any one person) PERSONAL & ADV INJURY GENERAL AGGREGATE PRODUCTS - COMP/OP AGG	$2,000,000 $1,000,000 $10,000 $2,000,000 $4,000,000 $4,000,000
B	**AUTOMOBILE LIABILITY** X ANY AUTO OWNED AUTOS ONLY HIRED AUTOS ONLY SCHEDULED AUTOS NON-OWNED AUTOS ONLY			AS2-631-510818-044 Automobile Liability	07/01/2024	07/01/2025	COMBINED SINGLE LIMIT (Ea accident) BODILY INJURY (Per person) BODILY INJURY (Per accident) PROPERTY DAMAGE (Per accident)	$2,000,000
A	X **UMBRELLA LIAB** OCCUR **EXCESS LIAB** X CLAIMS-MADE DED RETENTION			TH7631510818094	07/02/2024	07/02/2025	EACH OCCURRENCE AGGREGATE	$10,000,000 $10,000,000
B B	**WORKERS COMPENSATION AND EMPLOYERS' LIABILITY** ANY PROPRIETOR / PARTNER / EXECUTIVE OFFICER/MEMBER EXCLUDED? Y / N: N **(Mandatory in NH)** If yes, describe under DESCRIPTION OF OPERATIONS below	N / A		WA563D510818014 All Other States WC5631510818034 WI	07/01/2024 07/01/2024	07/01/2025 07/01/2025	X PER STATUTE OTH-ER E.L. EACH ACCIDENT E.L. DISEASE-EA EMPLOYEE E.L. DISEASE-POLICY LIMIT	 $1,000,000 $1,000,000 $1,000,000

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)

CERTIFICATE HOLDER

City of Santa Fe
200 Lincoln Ave
Santa Fe NM 87507

CANCELLATION

SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.

AUTHORIZED REPRESENTATIVE

Aon Risk Services Northeast, Inc.

Holder Identifier :

Certificate No : 570112126858

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Signature: LeRoy Alvarado
LeRoy Alvarado (Apr 8, 2025 06:04 MDT)

Email: lmalvarado@santafenm.gov

Packet for Parkson Sole Source no contract BAR 2 updated coi

Final Audit Report 2025-04-17

Created:	2025-04-17
By:	JIMMY TAPIA (jptapia@santafenm.gov)
Status:	Signed
Transaction ID:	CBJCHBCAABAAi_j2huLwlIPeVmp7V7GCP7VkmGO7QPZA

"Packet for Parkson Sole Source no contract BAR 2 updated coi " History

Document created by JIMMY TAPIA (jptapia@santafenm.gov)
2025-04-17 - 7:19:37 PM GMT- IP address: 63.232.20.2

Document sent to ALEXIS LOTERO (aclotero@santafenm.gov) and ajhopkins@santafenm.gov ajhopkins@santafenm.gov (ajhopkins@santafenm.gov) for signature. One of them to sign
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Signature Date: 2025-04-17 - 8:57:32 PM GMT - Time Source: server- IP address: 63.232.20.2

Document sent to JoAnn Lovato (jdlovato@santafenm.gov) and Travis Dutton-Leyda (tkduttonleyda@santafenm.gov) for signature. One of them to sign
2025-04-17 - 8:57:34 PM GMT

Email viewed by Travis Dutton-Leyda (tkduttonleyda@santafenm.gov)
2025-04-17 - 9:02:22 PM GMT- IP address: 63.232.20.2

Document e-signed by Travis Dutton-Leyda (tkduttonleyda@santafenm.gov)
Signature Date: 2025-04-17 - 9:07:22 PM GMT - Time Source: server- IP address: 63.232.20.2

Agreement completed.
2025-04-17 - 9:07:22 PM GMT

CITY OF SANTA FE

Date: March 24, 2025

To:
Mayor Alan Webber and Governing Body	April 30, 2025
Finance Committee	April 28, 2025
Public Works & Public Utilities	April 21, 2025

Via: Debora Trujillo, Environmental Interim Division Director DT
Jesse Roach, Interim Public Utilities Department Director JR

From: Sandra Gabaldon, Environmental Compliance Specialist SG SG

Subject: RFP 25047 For Closed Landfill Management

Vendor Name: INTERA Inc.

Vendor Number:1038

ITEM AND ISSUE:
The Public Utilities Department respectfully requests your review and approval of a four-year Professional Service Agreement to provide Regulatory Groundwater Monitoring, Soil Vapor Monitoring and other Environmental and Engineering Services for Frank Ortiz Park Landfill in the total additional amount of $1,298,250. (Debora Trujillo, Environmental Interim Division Director (505) 955-2241).

BACKGROUND AND SUMMARY:
On January 24, 2025, the city advertised the request for proposal RFP25047 for Groundwater Monitoring, Soil Vapor Monitoring, and Other Environmental and Engineering Services for Landfill Sites.

The City of Santa Fe owns two closed landfills. The Paseo de Vistas Landfill closed under the federal Resource Conservation and Recovery Act (RCRA) in the 1990's and is overseen by the NMED Solid Waste Bureau (SWB) according to its' Landfill Closure Plan filed by the city. The Frank Ortiz disposal site was closed before the Paseo landfill and is now the Frank Ortiz Dog Park. It is not regulated under RCRA and is overseen by the NMED Ground Water Bureau (GWQB) because closure occurred prior to the implementation of the NMED solid waste regulations for landfill closure. Both locations must comply with the required quarterly and semi-annual monitoring, as specified by their closure plans.

The City of Santa Fe received notice from (NMED), (GWQB), of requirements in accordance with subsection 411.B of the New Mexico Ground and Surface Water Protection Regulations (20.6.2), and are requiring a modification to the current State 1 Abatement Plan, to include ascertain of potential vapor pathways exist, expansion of up-gradient well monitoring, expand on dioxane tested, and installation of one additional ground water well down gradient, to include both water and gases.

PROCUREMENT METHOD:

The procurement method was Request for proposal, RFP25047

CONTRACT NUMBER:
The FY25 Munis contract number is 3250469

Fund Name/Number: Environmental Services Enterprise Fund 510
Munis Org Name/Number: Admin/Operations 5100331
Munis Object Name/Number: Professional Contracts /510300

Budget Officer Approval: Andy Hopkins Date: 04/10/2025
Comment/Exceptions: -

Chief Procurement Officer Approval: [signature] Date: 04/10/2025
Comment/Exceptions: 13-1-111

Grant ☐Yes | ☒ No

Grant #*: N/A*

Grant Manager/Accounting Officer Approval: N/A Date:
Comment/Exceptions:

Project ☐Yes | ☒ No

Project Ledger #: N/A

CAPITAL ASSET (will this procurement result in a tangible item that costs more than $5,000
☐Yes | ☒ No

Asset # (if known): N/a

Repair or Replacement of Existing Equipment:

☐Yes | ☒ No
~If yes -> ☐Repair | ☐ Replacement

Please explain: N/A

Capital Project:
(New and improvement projects that are going to cost $10,000 or more)
☐ Yes | ☒ No

Anticipated length of project: N/A

Asset Manager Approval: N/A Date:
Comment/Exceptions:

Was this service deemed construction: ☐ Yes | ☒ No

~If yes, does this expenditure exceed $25,000? ☐ Yes | ☐ No

~If yes, did you obtain the appropriate bond? ☐ Yes | ☐ No

~Performance and Payment & Labor - NMSA 1978, Section 13-4-18

Department Approvals:

IT Components: ☐ **Yes |** ☒ **No**

Vehicles: ☐ **Yes |** ☒ **No**

Facilities, Furniture, Fixtures, Equipment: ☐ **Yes |** ☒ **No**

Approval: N/A **Title:** **Date**:

Approval: N/A **Title:** **Date**:

Comment & Exceptions:

Department Contract Administrator Contact Info: Linda MacAllister

ATTACHMENTS:

Quote

Certificate of Liability Insurance

Prof Serv Contract

Horizon

Determination from travis

Item #: _____
Munis Contract #: 3250469_____
Request for Proposal #:25047_____

CITY OF SANTA FE

PROFESSIONAL SERVICES CONTRACT

THIS CONTRACT is made and entered into by and between the City of Santa Fe, New Mexico, hereinafter referred to as the "City," and INTERA Incorporated hereinafter referred to as the "Contractor," and is effective as of the date set forth below upon which it is executed by the Parties.

RECITALS

WHEREAS, the Chief Procurement Officer of the City has made the determination that this Agreement is in accordance with the provisions of the New Mexico Procurement Code (NMSA 1978, 13-1-28 et seq.) pursuant to **NMSA 1978, Section 13-1-111, RFP**

and

WHEREAS the Contractor is one of such requisite and qualifications and is willing to engage with the City for professional services, in accordance with the terms and conditions hereinafter set out, and the Contractor understanding and consenting to the foregoing is willing to render such professional services as outlined in the Agreement; and

The City and the Contractor hereby agree as follows:

1. Scope of Work

The Contractor shall provide the following services-for the City:

A. DESCRIPTION

Environmental and engineering services, and quarterly inspections for the purposes of landfill inspection, as provided in the city landfill Closure Plan or mandated by the regulators, and investigation and monitoring at the former Ortiz Disposal Site and the Paseo de Vista Landfill. It is important to note that the Former Frank Ortiz Landfill is regulated under a Stage 1 Abatement Plan that is administered by the New Mexico Environment Department Ground Water Quality Bureau. The Paseo De Vista Landfill is regulated under NMED Solid Waste Bureau Solid Waste Management Regulations. The described work plans will guide but are not limited to the following activities. The regulators may reduce requirements or add additional requirements for managing both closed landfills.

B. FRANK ORTIZ LANDFILL

1. Continued Stage 1 Abatement Plan Investigation – Ortiz Disposal Site

The contractor will implement the amended work plan approved by the New Mexico Environment Department, as included in the Sampling and Analysis and Quality Assurance Project Plan Waste and Vadose Zone Characterization Revision 3.0 dated November 6, 2019, and Stage 1 Abatement Plan Modification Surface Emissions Monitoring Activities dated September 23, 2021 (both attached). These work plans will guide, but are not limited to, the following activities:

2. Installation of one groundwater monitoring well (Ortiz Park-5) upgradient of the Former Frank Ortiz Landfill (LF) Site in the northeastern portion of the current Ortiz LF Dog Park. The proposed well location is shown in Figure 1. This monitoring well will be completed as a 4-inch nominal polyvinyl chloride (PVC) permanent groundwater monitoring well with approximately 30 feet (ft) of saturated screen (10 ft below the interpreted water table and 20 ft above).

3. Complete a groundwater gauging event in which depth to water is gauged at the five Ortiz LF groundwater monitoring wells, and Conduct an initial groundwater monitoring event collecting groundwater samples from all groundwater monitoring wells (5 total groundwater monitoring wells) and analyzing for volatile organic compounds (VOCs), semi-volatile organic compounds (SVOCs), NMED-designated metals (i.e., arsenic, barium, cadmium, chromium, lead, selenium, silver, uranium, copper, iron, manganese, zinc, aluminum, boron, cobalt, molybdenum, and nickel), PCBs, and nitrate/nitrite; and (it is anticipated this initial groundwater monitoring event will be conducted concurrently with the semi-annual groundwater monitoring event and the groundwater data will be included as part of this semi-annual report deliverable).

4. Submit a schedule to complete all proposed field activities at Ortiz LF. The installation of a single groundwater monitoring well shall be conducted in Year 1 of the proposed schedule. The Additional Site Investigation Report, to be completed following the installation of the groundwater monitoring well shall also be completed in Year 1 of the proposed schedule. The ongoing long-term monitoring activities shall also be completed in Year 1, Year 2, Year 3, and Year 4.

5. Submit to the City of Santa Fe and NMED after the completion of the installation of monitoring well Ortiz Park-5. A summary report will be submitted upon completion of the monitoring well installation and development. The report will summarize field activities, include monitoring well construction diagrams, field measurements, and laboratory analytical results (if determined necessary during boring advancement) associated with the installation of a new groundwater monitoring well at the Site.

6. The Additional Site Investigation report will be used to update the existing Stage 1 Abatement Plan(S1AP). The S1AP will be updated to include the contractor completed environmental investigation information, as well as include the rationale and approach for long-term groundwater and soil vapor monitoring activities required by NMED to be conducted at the Site.

7. Provide an editable electronic version of draft reports level notification and monitoring report three weeks prior to the deadline of submittal. The City Environmental Services Division will review and propose changes as needed. The contractor must be available via telephone for response to questions or clarification of report, exceedance notification or data.

8. Provide four hard copies and an electronic version of each report, distribution as follows:

   a) 2 copies, City of Santa Fe, Environmental Services Division Director
   b) NMED SWB, Attention Erica Gordan
   c) NMED GWQB, Attention Kate Herrell

C. PASEO DE VISTA LANDFILL:

1. Implement the approved Methane Remediation Plan, Paseo de Vista Closed Landfill, Santa

Fe, Santa Fe County, New Mexico dated August 13, 2018 (updated 9/2018, 6/2018, and 9/2020), as approved by the NMED Solid Waste Bureau (attached). The Remediation Plan includes, but is not limited to, the following activities:

2. Conduct two ground water monitoring events per year (semi-annual) at Paseo de Vista ground water monitoring wells, including MW-2, MW-6, MW-7, MW-8, MW 3 and provide water depth only in Ortiz Park Well #1;

3. Conduct two ground water sampling events per year (semi-annual) at Paseo De Vista groundwater monitoring wells MW-2, MW-6, MW-7, and MW-8 according to regulations and one sampling event every five years for Table 1 parameters as referred to subsections A and C (Next event in 2026).

4. Provide power source capable of powering ½ and ¾ Horsepower Motor control boxes. The city will provide all control boxes.

5. Provide a water level reading on each of the wells.

In addition, the Remediation Plan requires routine quarterly methane monitoring of the landfill gas (LFG) wells located at the Paseo de Vista landfill. There are 20 SP wells (20) and 4 GV wells with one probe each (4) (24 total) and nine groundwater monitoring wells at the Paseo de Vista landfill.

D. HEALTH CHECK MAINTENANCE OF METEORLOGIC STATION

Provide periodic maintenance /health checks of the Buckman Road Transfer Station meteorologic station to include stabilization, repair and maintenance due to storm or extreme weather events.

E. MONITORING REQUIREMENT FOR BOTH LANDFILLS:

1. Long Term Monitoring – Both Landfills Methane/landfill gas monitoring activities, soil vapor monitoring, surface emissions and ground water monitoring activities will be conducted at both the Former Frank Ortiz Landfill and the Paseo De Vista Landfill simultaneously. Landfill gas/methane monitoring will be conducted quarterly, and ground water monitoring will be conducted on a semi-annual basis.

2. Methane monitoring will consist of collecting readings from all soil vapor probes at both the Paseo De Vista Landfill (24 locations) and the Former Frank Ortiz Landfill (8 locations), as well as within and around the buildings which comprise the Buckman Road Recycling & Transfer Station complex (16 points). The methane monitoring events will also include the collection of concentrations (in % by volume in air) of carbon dioxide, oxygen, and the remaining "balance" of gases, together with methane accounting for the landfill gas composition at these sites. Also, six additional methane monitoring events will be performed after precipitation events greater than or equal to 1.0-inch of precipitation as measured at the Buckman Road Transfer Station meteorologic station, located immediately northwest of the Paseo de Vista Landfill (installed in 2019). Methane monitoring will occur two to four weeks after 1.0-inch or greater precipitation. If two or more 1.0 inch or greater precipitation events occur in a two-week period, monitoring is to be performed two to four weeks after the last precipitation event. The 1.0-inch trigger value is on the low end of "typical" storms on record during the rainy months in the Santa Fe region and has been approved by NMED Solid Waste Bureau as a trigger event rainfall amount.
The six additional monitoring events described here will be in addition to the routine compliance (i.e. quarterly) methane monitoring performed at the Landfill unless a routine methane monitoring event, typically conducted in March, June, September, and December, falls within the two to four weeks from 1.0-inch or greater precipitation timeframe, as described above.

3. Ground Water Monitoring pursuant to Solid Waste Management Regulations (SWMR) requirements for landfill closure, five groundwater monitoring wells were completed around the Paseo De Vista landfill. Monitoring wells 1-3 (MW-1, MW-2 and MW-3) were completed in 1993. Due to an apparent change in water table gradient, monitoring wells 4 and 5 (MW-4 and MW-5) were installed in 1998 to improve monitoring well network coverage around the landfill. Additional downgradient monitoring wells 6-8 (MW-6, MW-7 and MW-8) were installed southeast of the Paseo De Vista Landfill in June 2004 in response to an NMED-SWB request for additional downgradient monitoring well coverage for the Paseo De Vista Landfill. The Contractor will be required to provide semi-annual monitoring (including water-level measurements) and sampling of groundwater water wells at the Paseo de Vista Landfill and the former Ortiz Landfill (Ortiz Park-1, Ortiz Park-2, Ortiz Park-3, Ortiz Park-4, and Ortiz Park-5 [to be installed in Year 1]), as required by NMED-SWB under their closure requirements for this landfill. The contractor will be required to sample wells according to the requirements of the SWMR. In accordance with the closure plan, the Contractor will provide these general services to the City of Santa Fe.

4. Monitor and sample all groundwater wells once every six months. Analyses of all water samples for the NMED SWB regulatory required parameters to include VOCs, primary mineral ions, metals, and radiological parameters.

5. Ground water sampling according to EPA Methods for applicable testing parameters. A trip blank will be tested for each sampling event. Ground water monitoring wells with monitoring plan requirements for samples. collection and analysis are equipped with operable pumps. These wells include MW-2, MW-6, MW-7, and MW-8 at the Paseo de Vista Landfill and Ortiz Park-1 at the former Ortiz Landfill. Three existing ground water monitoring wells (Ortiz Park-2, Ortiz Park-3, and Ortiz Park-4) and one proposed ground water monitoring well (Ortiz Park-5) with monitoring plan requirements for sample collection and analysis require bailing via a dedicated, disposable bailer.

6. Be responsible for analytical laboratory testing of samples, according to regulations (Currently the testing
parameters have been reduced to 20 NMAC 9.1.804.A&B), with a full A&C test required every five years, last A&C test for the Paseo de Vista Landfill was completed on 05/27/2021.

7. Conduct settlement benchmark installation and initial survey have been completed and will need to be resurveyed on an annual basis and an annual survey will be submitted to the City and NMED (beginning in calendar year 2024). A brief settlement benchmark survey report will be prepared by the contractor within four weeks of receipt of each annual event's survey data are received and will be submitted to NMED. The report will include a brief discussion of survey activities, the latest survey data for each of the 80 benchmarks, and a table of relative elevation change from the previous, and initial, survey for each benchmark. Annual surveying of the settlement benchmarks and associated reporting will be performed for a period of 5 years. Upon completion of the five-year surveying period, a final report will be prepared and submitted to NMED summarizing the findings of the settlement evaluation. Appropriate recommendations for landfill cover improvements or maintenance, if necessary, will be included in the final report.

8. Methane Monitoring Report, the results of each of 16 routine quarterly landfill gas/methane monitoring events will be summarized in letter reports and submitted to NMED. Generate a landfill gas/methane monitoring report including the following information:

1. Executive Summary:

a) Introduction
b) Monitoring Methods and Procedures
c) Landfill Gas/Methane Monitoring Results
d) Laboratory Analysis (if applicable)
e) Assessment monitoring levels
f) Conclusion and references.

2. For each vapor monitoring well in the network, the contractor shall include the following information:

a) Cumulative monitoring data per well per event
b) Laboratory Analytical data (if applicable)
c) Figures including:
d) Map of the Landfill(s)
e) Methane concentration map
f) Appendices including:
g) Laboratory reports and chain of custody documents
h) Methane monitoring field notes
i) Ground Water Monitoring Report Requirements

3. For each of the eight semiannual groundwater monitoring events, the contractor will generate a groundwater monitoring report including the following information:

a) Introduction
b) Geo-hydrologic conditions
c) Current investigation
d) Water level, gradient and trend
e) Groundwater flow velocity estimate
f) Groundwater sampling and analysis
g) Summary of groundwater quality data
h) Organic constituents
i) Metal constituents
j) Other inorganic constituents
k) Proposed background and assessment monitoring level concentrations
l) Assessment monitoring levels
m) Conclusion and references.

4. Provide the following information for each monitoring well in the network, the contractor shall include the following information:

a) Cumulative water level data
b) Organic water quality data
c) Inorganic water quality data
d) Calculated groundwater flow velocity
e) Figures including:
f) Map of the Landfill(s)
g) Water table map
h) Groundwater quality summary map

i) Nitrate concentrations.
j) Appendices including:
k) Water level hydrographs on all monitoring wells
l) Laboratory reports for water quality analyses
m) Groundwater sampling field notes and chain of custody documents.

5. The contractor shall provide required notification to NMED SWB of site-specific assessments level exceedance (Exceedance levels have been established based on cumulative data from prior monitoring events and assessments).

6. Report Delivery and Submission

The contractor must provide an editable electronic version of draft reports level notification and monitoring report three weeks prior to deadline of submittal. The City Environmental Services Division will review and propose changes as needed. The contractor must be available via telephone for response to questions or clarification of report, exceedance notification or data.

The contractor must provide four hard copies and electronic version of each groundwater monitoring report, distribution as follows:

Environmental Service Director (two copies) currently Shirlene Sitton
NMED SWB – Attention: currently Erica Gordan
NMED GWQB – Attention: currently Justin Ball

2. <u>Standard of Performance; Licenses</u>

A. The Contractor does hereby accept its designation as a professional service, rendering services related to engineering, monitoring and reporting for the City, as set forth in this Agreement. The Contractor represents that Contractor possesses the personnel, experience, and knowledge necessary to perform the services described under this Contract.

B. The Contractor agrees to obtain and maintain throughout the term of this Contract, all applicable professional and business licenses required by law, for itself, its employees, agents, representatives, and subcontractors.

3. <u>Compensation</u>

A. The City shall pay to the Contractor in full payment for services satisfactorily performed based upon deliverables, such compensation not to exceed one million two hundred thousand dollars ($1,200,000), excluding gross receipts tax. The New Mexico gross receipts tax levied on the amounts payable under this Contract total ninety-eight thousand two hundred and fifty dollars ($98,250). The total amount of one million two hundred ninety-eight thousand two hundred fifty dollars ($1,298,250) shall be paid by the City to the Contractor. **The total amount payable to the Contractor under this Agreement, including gross receipts tax and expenses, shall not exceed one million two hundred ninety-eight thousand two hundred fifty dollars ($1,298,250). This amount is a maximum and not a guarantee that the work assigned to be performed by Contractor under this Contract shall equal the amount stated herein. The parties do not intend for the Contractor to continue to provide services without compensation when the total compensation amount is reached. Contractor is responsible for notifying the City when the services provided under this Contract reach the total compensation amount. In no event will the Contractor be paid for services provided in excess of the total**

compensation amount without this Contract being amended in writing prior to those services in excess of the total compensation amount being provided.

B. Payment is subject to availability of funds pursuant to the Appropriations Paragraph set forth below and to any negotiations between the parties from year to year pursuant to Paragraph 1, Scope of Work, and to approval by the City. All invoices MUST BE received by the City no later than thirty 30) days after the termination of the Fiscal Year in which the services were delivered. Invoices received after such date WILL NOT BE PAID.

C. Payment in future fiscal years is subject to the availability of funds pursuant to the Appropriations Paragraph set forth below and to any negotiations between the parties from year to year pursuant to Paragraph 1, Scope of Work, and to approval by the City. All invoices MUST BE received by the City no later than fifteen (15) days after the termination of the Fiscal Year in which the services were delivered. Invoices received after such date WILL NOT BE PAID.)

D. Contractor must submit a detailed statement accounting for all services performed and expenses incurred. If the City finds that the services are not acceptable, within thirty days after the date of receipt of written notice from the Contractor that payment is requested, it shall provide the Contractor with a letter of exception explaining the defect or objection to the services and outlining steps the Contractor may take to provide remedial action. Upon certification by the City that the services have been received and accepted, payment shall be tendered to the Contractor within thirty days after the date of acceptance. If payment is made by mail, the payment shall be deemed tendered on the date it is postmarked.

E. If the City fails to pay the contractor within twenty-one days after receipt of an undisputed request for payment, the City shall pay interest to the contractor beginning on the twenty-second day after payment was due, computed at one and one-half percent of the undisputed amount per month or fraction of a month until the payment is issued. If the City receives an improperly completed invoice, the City shall notify the sender of the invoice within seven days of receipt in what way the invoice is improperly completed, and the owner has no further duty to pay the improperly completed invoice until it is resubmitted as complete.

4. Term

THIS CONTRACT SHALL NOT BECOME EFFECTIVE UNTIL APPROVED BY THE CITY. This Contract shall terminate four (4) years from date of final signature unless terminated pursuant to paragraph 5 (Termination), or paragraph 6 (Appropriations).

5. Termination

A. Grounds. The City may terminate this Agreement for convenience or cause. For contracts within their authority, the City Manager or their designee is authorized to provide the notice of termination, otherwise such notice of termination shall be provided by the Mayor or their designee as authorized by the Governing Body. The Contractor may only terminate this Agreement based upon the City's uncured, material breach of this Agreement.

B. Notice; City Opportunity to Cure.

1) The City shall give Contractor written notice of termination at least thirty (30) days prior to the intended date of termination.

2) Contractor shall give City written notice of termination at least thirty (30) days prior to the intended date of termination, which notice shall (i) identify all the City's material breaches of this Agreement upon which the termination is based and (ii) state what the City must do to cure

such material breaches. Contractor's notice of termination shall only be effective (i) if the City does not cure all material breaches within the thirty (30) day notice period or (ii) in the case of material breaches that cannot be cured within thirty (30) days, the City does not, within the thirty (30) day notice period, notify the Contractor of its intent to cure and begin with due diligence to cure the material breach.

3) Notwithstanding the foregoing, this Agreement may be terminated immediately upon written notice to the Contractor (i) if the Contractor becomes unable to perform the services contracted for, as determined by the City; (ii) if, during the term of this Agreement, the Contractor is suspended or debarred by the City; or (iii) the Agreement is terminated pursuant to Paragraph 6, "Appropriations", of this Agreement.

C. Liability. Except as otherwise expressly allowed or provided under this Agreement, the City's sole liability upon termination shall be to pay for acceptable work performed prior to the Contractor's receipt or issuance of a notice of termination; provided, however, that a notice of termination shall not nullify or otherwise affect either party's liability for pre-termination defaults under or breaches of this Agreement. The Contractor shall submit an invoice for such work within thirty (30) days of receiving or sending the notice of termination. *THIS PROVISION IS NOT EXCLUSIVE AND DOES NOT WAIVE THE CITY'S OTHER LEGAL RIGHTS AND REMEDIES CAUSED BY THE CONTRACTOR'S DEFAULT/BREACH OF THIS AGREEMENT.*

6. Appropriations

The terms of this Contract are contingent upon sufficient appropriations and authorization being made by the Governing Body for the performance of this Contract. If sufficient appropriations and authorization are not made by the Governing Body, this Contract shall terminate immediately upon written notice being given by the City to the Contractor. The City's decision as to whether sufficient appropriations are available shall be accepted by the Contractor and shall be final. If the City proposes an amendment to the Contract to unilaterally reduce funding, the Contractor shall have the option to terminate the Contract or to agree to the reduced funding, within thirty (30) days of receipt of the proposed amendment.

7. Status of Contractor

The Contractor and its agents and employees are independent contractors performing professional services for the City and are not employees of the City. The Contractor and its agents and employees shall not accrue leave, retirement, insurance, bonding, use of City vehicles, or any other benefits afforded to employees of the City as a result of this Contract. The Contractor acknowledges that all sums received hereunder are reportable by the Contractor for tax purposes, including without limitation, self-employment and business income tax. The Contractor agrees not to purport to bind the City unless the Contractor has express written authority to do so, and then only within the strict limits of that authority.

8. Assignment

The Contractor shall not assign or transfer any interest in this Contract or assign any claims for money due or to become due under this Contract without the prior written approval of the City.

9. Subcontracting

The Contractor shall not subcontract any portion of the services to be performed under this Contract without the prior written approval of the City. No such subcontract shall relieve the primary Contractor from its obligations and liabilities under this Contract, nor shall any subcontract obligate direct payment from the City.

10. Release

Final payment of the amounts due under this Contract shall operate as a release of the City, its officers and employees from all liabilities, claims and obligations whatsoever arising from or under this Contract.

11. Confidentiality

Any confidential information provided to or developed by the Contractor in the performance of this Contract shall be kept confidential and shall not be made available to any individual or organization by the Contractor without the prior written approval of the City.

12. Product of Service -- Copyright

All materials developed or acquired by the Contractor under this Contract shall become the property of the City and shall be delivered to the City no later than the termination date of this Contract. Nothing developed or produced, in whole or in part, by the Contractor under this Contract shall be the subject of an application for copyright or other claim of City ship by or on behalf of the Contractor.

13. Conflict of Interest; Governmental Conduct Act

A. The Contractor represents and warrants that it presently has no interest and, during the term of this Contract, shall not acquire any interest, direct or indirect, which would conflict in any manner or degree with the performance or services required under the Contract.

B. The Contractor further represents and warrants that it has complied with, and, during the term of this Contract, will continue to comply with, and that this Contract complies with all applicable provisions of the Governmental Conduct Act, Chapter 10, Article 16 NMSA 1978.

C. Contractor's representations and warranties in Paragraphs A and B of this Article 12 are material representations of fact upon which the City relied when this Contract was entered into by the parties. Contractor shall provide immediate written notice to the City if, at any time during the term of this Contract, Contractor learns that Contractor's representations and warranties in Paragraphs A and B of this Article 12 were erroneous on the effective date of this Contract or have become erroneous by reason of new or changed circumstances. If it is later determined that Contractor's representations and warranties in Paragraphs A and B of this Article 12 were erroneous on the effective date of this Contract or have become erroneous by reason of new or changed circumstances, in addition to other remedies available to the City and notwithstanding anything in the Contract to the contrary, the City may immediately terminate the Contract.

D. All terms defined in the Governmental Conduct Act have the same meaning in this section.

14. Amendment

A. This Agreement shall not be altered, changed, or amended except by instrument in writing executed by the parties hereto and all other required signatories.

B. If the City proposes an amendment to the Contract to unilaterally reduce funding due to budget or other considerations, the Contractor shall, within thirty (30) days of receipt of the proposed Amendment, have the option to terminate the Contract, pursuant to the termination provisions as set forth in Article 4 herein, or to agree to the reduced funding.

15. Entire Agreement.

This Agreement, together with any other documents incorporated herein by reference and all related Exhibits and Schedules constitutes the sole and entire agreement of the Parties with respect to the subject matter of this Agreement, and supersedes all prior and contemporaneous understandings, agreements, representations, and warranties, both written and oral, with respect to the subject matter. In the event of any inconsistency between the statements in the body of this Agreement, and the related Exhibits and Schedules, the statements in the body of this Agreement shall control.

16. Merger

This Contract incorporates all the Agreements, covenants and understandings between the parties hereto concerning the subject matter hereof, and all such covenants, agreements, and understandings have been merged into this written contract. All terms and conditions of the RFP # 25/32/P (Groundwater Monitoring, Soil Vapor Monitoring, and Other Environmental and Engineering Services for Landfill Sites) and the Contractor's response to such document(s) are incorporated herein by reference and is included in the order of precedence.

No prior Agreement or understanding, oral or otherwise, of the parties or their agents shall be valid or enforceable unless embodied in this Contract.

17. Penalties for violation of law

NMSA 1978, sections 13-1-28 through 13-1-199, imposes civil and criminal penalties for its violation. In addition, the New Mexico criminal statutes impose felony penalties for illegal bribes, gratuities, and kickbacks.

18. Equal Opportunity Compliance

The Contractor agrees to abide by all federal and state laws and rules and regulations, and Santa Fe City Code, pertaining to equal employment opportunity. In accordance with all such laws of the State of New Mexico, the Contractor assures that no person in the United States shall, on the grounds of race, religion, color, national origin, ancestry, sex, age, physical or mental handicap, or serious medical condition, spousal affiliation, sexual orientation or gender identity, be excluded from employment with or participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity performed under this Contract. If Contractor is found not to be in compliance with these requirements during the life of this Contract, Contractor agrees to take appropriate steps to correct these deficiencies.

19. Applicable Law

The laws of the State of New Mexico shall govern this Contract, without giving effect to its choice of law provisions. Venue shall be proper only in a New Mexico court of competent jurisdiction in accordance with NMSA 1978, section 38-3-2. By execution of this Contract, Contractor acknowledges and agrees to the jurisdiction of the courts of the State of New Mexico over any and all lawsuits arising under or out of any term of this Contract.

20. Workers Compensation

The Contractor agrees to comply with state laws and rules applicable to workers compensation benefits for its employees. If the Contractor fails to comply with the Workers Compensation Act and applicable rules when required to do so, this Contract may be terminated by the City.

21. Professional Liability Insurance

Contractor shall maintain professional liability insurance throughout the term of this Contract providing a minimum coverage in the amount required under the New Mexico Tort Claims Act. The Contractor shall furnish

the City with proof of insurance of Contractor's compliance with the provisions of this section as a condition prior to performing services under this Contract.

22. Other Insurance

If the services contemplated under this Contract will be performed on or in City facilities or property, Contractor shall maintain in force during the entire term of this Contract, the following insurance coverage(s), naming the City as additional insured.

A. **Commercial General Liability** insurance shall be written on an occurrence basis and be a broad as ISO Form CG 00 01 with limits not less than $2,000,000 per occurrence and $2,000,000 in the aggregate for claims against bodily injury, personal and advertising injury, and property damage. Said policy shall include broad form Contractual Liability coverage and be endorsed to name the City of Santa Fe their officials, officers, employees, and agents as additional insureds.

B. **Business Automobile Liability** insurance for all owned, non-owned automobiles, with a combined single limit not less than $1,000,000 per accident.

C. **Broader Coverage and Limits**. The insurance requirements under this Contract shall be the greater of (1) the minimum coverage and limits specified in this Contract, or (2) the broader coverage and maximum limits of coverage of any insurance policy or proceeds available to the Named Insured. It is agreed that these insurance requirements shall not in any way act to reduce coverage that is broader or that includes higher limits than the minimums required herein. No representation is made that the minimum insurance requirements of this Contract are sufficient to cover the obligations of Contractor hereunder.

D. Contractor shall maintain the above insurance for the term of this Contract and name the City as an additional insured and provide for 30 days cancellation notice on any Certificate of Insurance form furnished by Contractor. Such certificate shall also specifically state the coverage provided under the policy is primary over any other valid and collectible insurance and provide a waiver of subrogation.

23. Records and Financial Audit

The Contractor shall maintain detailed time and expenditure records that indicate the date; time, nature and cost of services rendered during the Contract's term and effect and retain them for a period of three (3) years from the date of final payment under this Contract. The records shall be subject to inspection by the City. The City shall have the right to audit billings both before and after payment. Payment under this Contract shall not foreclose the right of the City to recover excessive or illegal payments.

24. Indemnification

The Contractor shall defend, indemnify and hold harmless the City from all actions, proceeding, claims, demands, costs, damages, attorneys' fees and all other liabilities and expenses of any kind from any source which may arise out of the performance of this Contract, caused by the negligent act or failure to act of the Contractor, its officers, employees, servants, subcontractors or agents, or if caused by the actions of any client of the Contractor resulting in injury or damage to persons or property during the time when the Contractor or any officer, agent, employee, servant or subcontractor thereof has or is performing services pursuant to this Contract. If any action, suit or proceeding related to the services performed by the Contractor or any officer, agent, employee, servant or subcontractor under this Contract is brought against the Contractor, the Contractor shall, as soon as practicable but no later than two (2) days after it receives notice thereof, notify the legal counsel of the City.

25. New Mexico Tort Claims Act

Any liability incurred by the City of Santa Fe in connection with this Contract is subject to the immunities and limitations of the New Mexico Tort Claims Act, Section 41-4-1, et. seq. NMSA 1978, as amended. The City and its "public employees" as defined in the New Mexico Tort Claims Act, do not waive sovereign immunity, do not waive any defense and do not waive any limitation of liability pursuant to law. No provision in this Contract modifies or waives any provision of the New Mexico Tort Claims Act.

26. Invalid Term or Condition

If any term or condition of this Contract shall be held invalid or unenforceable, the remainder of this Contract shall not be affected and shall be valid and enforceable.

27. Enforcement of Contract

A party's failure to require strict performance of any provision of this Contract shall not waive or diminish that party's right thereafter to demand strict compliance with that or any other provision. No waiver by a party of any of its rights under this Contract shall be effective unless express and in writing, and no effective waiver by a party of any of its rights shall be effective to waive any other rights.

28. Notices

Any notice required to be given to either party by this Contract shall be in writing and shall be delivered in person, by courier service or by U.S. mail, either first class or certified, return receipt requested, postage prepaid, as follows:

To the City: Environmental Services Division Director
1142 Siler Road
Santa Fe, NM 87507

To the Contractor: Joseph J. Tracy
Senior Vice President
INTERA Incorporated
200 Louisiana Blvd NE Suite 700
Albuquerque, NM 87110
jtracy@intera.com

29. Authority

If Contractor is other than a natural person, the individual(s) signing this Contract on behalf of Contractor represents and warrants that he or she has the power and authority to bind Contractor, and that no further action, resolution, or approval from Contractor is necessary to enter a binding contract.

30. Non-Collusion

In signing this Agreement, the Contractor certifies the Contractor has not, either directly or indirectly, entered into action in restraint of free competitive bidding in connection with this offer submitted to the City's Chief Procurement Officer.

31. Default/Breach

In case of Default and/or Breach by the Contractor, for any reason whatsoever, the City may procure the goods or services from another source and hold the Contractor responsible for any resulting excess costs and/or damages, including but not limited to, direct damages, indirect damages, consequential damages, special damages, and the City may also seek all other remedies under the terms of this Agreement and under law or equity.

32. Equitable Remedies

The Contractor acknowledges that its failure to comply with any provision of this Agreement will cause the City irrevocable harm and that a remedy at law for such a failure would be an inadequate remedy for the City, and the Contractor consents to the City 's obtaining from a court of competent jurisdiction, specific performance, or injunction, or any other equitable relief in order to enforce such compliance. The City's rights to obtain equitable relief pursuant to this Agreement shall be in addition to, and not in lieu of, any other remedy that the City may have under applicable law, including, but not limited to, monetary damages.

33. Default and Force Majeure

The City reserves the right to cancel all, or any part of any orders placed under this Agreement without cost to the City, if the Contractor fails to meet the provisions of this Agreement and, except as otherwise provided herein, to hold the Contractor liable for any excess cost occasioned by the City due to the Contractor's default. The Contractor shall not be liable for any excess costs if failure to perform the order arises out of causes beyond the control and without the fault or negligence of the Contractor; such causes include, but are not restricted to, acts of God or the public enemy, acts of the State or Federal Government, fires, floods, epidemics, quarantine restrictions, strikes, freight embargoes, unusually severe weather and defaults of subcontractors due to any of the above, unless the City shall determine that the supplies or services to be furnished by the subcontractor were obtainable from other sources in sufficient time to permit the Contractor to meet the required delivery scheduled. The rights and remedies of the City provided in this Clause shall not be exclusive and are in addition to any other rights now being provided by law or under this Agreement.

IN WITNESS WHEREOF, the Parties have executed this Contract as of the date of the signature by the required approval authorities below.

CITY OF SANTA FE:

_____
Alan Webber, CITY MAYOR

CONTRACTOR:

Joseph Tracy
_____
Joseph Tracy, Senior Vice President

DATE: Mar 19, 2025

DATE: _____
CRS: 74-3110639

Registration: 257829

ATTEST:

_____
CITY CLERK

CITY ATTORNEY'S OFFICE:

Marcos Martinez
Marcos Martinez (Mar 20, 2025 09:26 MDT)
_____
SENIOR ASSISTANT CITY ATTORNEY

APPROVED FOR FINANCES:

Emily K. Oster
_____ 04/10/2025
FINANCE DIRECTOR

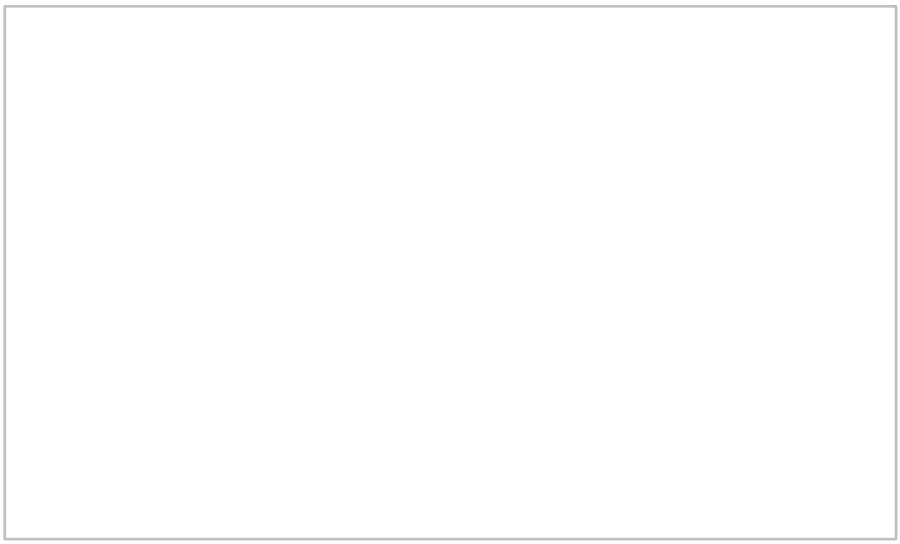
From:	DUTTON-LEYDA, TRAVIS K.
To:	GARCIA, LAWRENCE M.
Cc:	DUTTON-LEYDA, TRAVIS K.; GUNTER, RAYMOND S.; LOVATO, JOANN D.; SANCHEZ, KATHY S.
Subject:	RE: Request for determination of the following scope of work - 24-35-P - Landfill Investigation and Monitoring
Date:	Monday, September 25, 2023 11:23:37 AM
Attachments:	image001.png image002.png image003.gif

Greetings,

Per CoSF Procurement Manual, VII. and NMSA 1978, Section 13-1-95.2, the CPO must provide determinations for all purchases for services.

The scope of work as written would be Professional Services. Please note this determination relates only to that question and is no comment on whether the scope of work or procurement method meet all legal standards. I reserve the right to change this determination if the scope of work differs from the scope of work submitted for the original determination. This procurement must be conducted using the processes and procedures set forth by the City of Santa Fe, Central Purchasing, and the Procurement Manual.

1. While this scope of work has been determined to be Professional Services, please check with WorkQuest dba Horizons of New Mexico (mloehman@horizonsofnewmexico.org). The scope of work must be offered to WorkQuest dba Horizons of New Mexico for their right of first refusal.
2. Please ensure that the appropriate templates and forms are used https://intranet.santafenm.gov/finance_1 and documented procedures/laws/rules are followed https://nmonesource.com/nmos/nmsa/en/item/4378/index.do#!fragment//BQCwhgziBcwMYgK4DsDWszIQewE4BUBTADwBdoByCgSgBpltTCIBFRQ3AT0otokLC4EbDtyp8BQkAGU8pAELcASgFEAMioBqAQQByAYRW1SYAEbRS2ONWpA
3. When processing this procurement, please ensure that this number (**24-35-P**) and the procurement name are used in the appropriate documents and the subject of emails.
4. If you are processing a procurement where the forecasted amount is =/> $60k, per NMSA 1978, Section 13-1-102, if you aren't using a cooperative or existing contract, you must process an RFP.
5. < $20k per year, one quote is acceptable.
6. From $20k to $60k per year, if you aren't using a cooperative or existing contract, you'll need to provide 3 quotes in your req.
7. Please keep this as part of the procurement file for future reference.
8. Figure out your funding source and **inform Purchasing**. To ensure that the proper documents and language are used, it is important to identify the funding source for the subsequent agreement. For instance, if federal funds are involved, the procurement request and subsequent contract must include the necessary federal language. Therefore, it is crucial to determine the funding source beforehand.



9. Please review the pages linked below to determine whether any of the existing agreements are applicable to this request. You might be able to use an existing agreement to save time and money.

- https://www.generalservices.state.nm.us/state-purchasing/statewide-price-agreements/ (if you choose to use a Statewide, you do not need to ask Horizons if they can do the work. State Purchasing must offer the SOW to Horizons prior to placing the award on their website.)
- https://naspovaluepoint.org/categories/
- https://www.omniapartners.com/publicsector/contracts
- https://www.buyboard.com/home.aspx
- https://www.h-gac.com/Home
- https://www.gsaelibrary.gsa.gov/
- https://www.sourcewell-mn.gov/contract-search
- https://eprocurement.ces.org/public/bluebook.html#

10. ##UPDATED## Submit or send your request to the appropriate channel or email address:

- RFP requests to https://teams.microsoft.com/l/channel/19%3ad63b9c8b586d424fa5eed34177146ac5%40thread.tacv2/RFP%2520Requests?groupId=a367d8c2-992f-4c74-8e7d-0ccb6950c9a1&tenantId=77b69f5a-55ed-4363-8616-4867b0bc707f
- ITB requests to https://teams.microsoft.com/l/channel/19%3a48e1e4588c0440a09cfbd9b907ed42d4%40thread.tacv2/ITB%2520Requests?groupId=a367d8c2-992f-4c74-8e7d-0ccb6950c9a1&tenantId=77b69f5a-55ed-4363-8616-4867b0bc707f
- Determination requests to purchasing_det@santafenm.gov
- And all other requests to purchasing@santafenm.gov

Thank you for submitting this scope of work for my review.

Regards,

Travis Dutton-Leyda
Chief Procurement Officer
City of Santa Fe
200 Lincoln Avenue
Santa Fe, NM 87501

505-629-8351
tkduttonleyda@santafenm.gov

https://santafenm.gov/finance-2/purchasing-1

PS:

City of Santa Fe, New Mexico

memo

Date: **September 25, 2023**

To: **Travis Dutton-Leyda, Chief Procurement Officer**

From: Lawrence Garcia, ESD Fleet Manager

Subject: **Determination Request, 13-13-76**

Public Utilities Department respectfully request determination by the City's Chief Procurement Officer (CPO), Travis Dutton-Leyda, for the following scope of work (SOW):

Scope of Work.

The Contractor shall perform Environmental and Engineering services, for the purposes of landfill investigation and monitoring at the former Ortiz Landfill and the Paseo de Vista Landfill. It is important to note that the Former Frank Ortiz Landfill is regulated under a Stage 1 Abatement Plan that is administered by the New Mexico Environment Department Ground Water Quality Bureau. The Paseo De Vista Landfill is regulated under NMED Solid Waste Bureau Solid Waste Management Regulations. The described work plans will guide but are not limited to the following activities. The regulators may reduce requirements or add additional requirements for managing both closed Landfills.

FRAN ORTIZ LANDFILL

A. Continued Stage 1 Abatement Plan Investigation – Ortiz LF

The contractor will implement the amended work plan approved by the New Mexico Environment Department, as included in the Sampling and Analysis and Quality Assurance Project Plan Waste and Vadose Zone Characterization Revision 3.0 dated November 6, 2019, and Stage 1 Abatement Plan Modification Surface Emissions Monitoring Activities dated September 23, 2021 (both attached). These work plans will guide, but are not limited to, the following activities:

1. Installation of one groundwater monitoring well (Ortiz Park-5) upgradient of the Former Frank Ortiz Landfill Site in the northeastern portion of the current Ortiz LF Dog Park. The proposed well location is shown on Figure 1. This monitoring well will be completed as a 4-inch nominal polyvinyl chloride (PVC) permanent groundwater monitoring well with approximately 30 feet (ft) of saturated screen (10 ft below the interpreted water table and 20 ft above),
2. Complete a groundwater gauging event in which depth to water is gauged at the five Ortiz LF groundwater monitoring wells, and
3. Conduct an initial groundwater monitoring event collecting groundwater samples from all Site groundwater monitoring wells (5 total groundwater monitoring wells) and analyzing for volatile organic compounds (VOCs), semi-volatile organic compounds (SVOCs), NMED-designated metals (i.e., arsenic, barium, cadmium, chromium, lead, selenium, silver, uranium, copper, iron, manganese, zinc, aluminum, boron, cobalt, molybdenum, and nickel), PCBs, and nitrate/nitrite; and (it is anticipated this initial groundwater monitoring event will be conducted concurrently with the semi-annual groundwater monitoring event and the groundwater data will be included as part of this semi-annual report deliverable).

B. Schedule

The contractor shall submit a schedule to complete all proposed field activities at the Ortiz LF. The installation of a single groundwater monitoring well shall be conducted in Year 1 of the proposed schedule. The Additional Site Investigation Report, to be completed following the installation of the groundwater monitoring well shall also be completed in Year 1 of the proposed schedule. The ongoing long-term monitoring activities shall also be completed in Year 1, Year 2, Year 3, and Year 4.

C. Report Requirements

A report deliverable will be submitted to the City of Santa Fe and NMED after the completion of the installation of monitoring well Ortiz Park-5. A summary report will be submitted upon completion of the monitoring well installation and development. The report will summarize field activities, include monitoring well construction diagrams, field measurements, and laboratory analytical results (if determined necessary during boring advancement) associated with the installation of a new groundwater monitoring well at the Site.

The Additional Site Investigation report will be used to update the existing S1AP. The S1AP will be updated to include the contractor completed environmental investigation information, as well as include the rationale and approach for long-term groundwater and soil vapor

monitoring activities required by NMED to be conducted at the Site.

D. Report Delivery and Submission

The contractor must provide editable electronic versions of draft reports level notification and monitoring report three weeks prior to deadline of submittal. The City Environmental Services Division will review and propose changes as needed. The contractor must be available via telephone for response to questions or clarification of report, exceedance notification or data. The contractor must provide four hard copies and electronic version of each report, distribution as follows:

1. 2 copies, City of Santa Fe, Environmental Services Division Director
2. NMED SWB, Attention Erica Gordan
3. NMED GWQB, Attention Kate Herrell

PASEO DE VISTA LANDFILL

A. Required Contractor Services

The contractor will be responsible for the implementation of the approved *Methane Remediation Plan, Paseo de Vista Closed Landfill, Santa Fe, Santa Fe County, New Mexico* dated August 13, 2018 (updated 9/2018, 6/2018, and 9/2020), as approved by the NMED Solid Waste Bureau *(attached).* The Remediation Plan includes, but is not limited to, the following activities:

1. Conduct two ground water monitoring events per year (semi-annual) at Paseo de Vista ground water monitoring wells, including MW-2, MW-6, MW-7, MW-8, MW 3 and provide water depth only in Ortiz Park Well #1;

2. Conduct two ground water sampling events per year (semi-annual) at Paseo De Vista groundwater monitoring wells MW-2, MW-6, MW-7, and MW-8 according to regulations and one sampling event every five years for Table 1 parameters as referred to subsections A and C (Next event in 2026).

3. The Contractor must provide power source capable of powering ½ and ¾ Horse Power Motor control boxes. The city will provide all control boxes.

4. For each sampling event, the contractor will provide a water level reading on each, of the wells.

5. In addition, the Remediation Plan requires routine quarterly methane monitoring of the landfill gas (LFG) wells located at the Paseo de Vista landfill. There are 20 SP wells (20) and 4 GV wells with one probe each (4) (24 total) and nine groundwater monitoring wells at the Paseo de Vista landfill.

6. Periodic Maintenance /health checks of the Buckman Road Transfer Station meteorologic station to include stabilization, recovery from damage due to wind events.

Required contractor services associated with the groundwater monitoring and landfill gas locations is provide below in Section 4. The following sub sections 3.3 through provide contractor required services specific for Paseo de Vista Landfill.

B. Long Term Monitoring – Both Landfills

1. Methane/landfill gas monitoring activities, soil vapor monitoring, surface emissions and ground water monitoring activities will be conducted at both the Former Frank Ortiz Landfill and the Paseo De Vista Landfill simultaneously. Landfill gas/methane monitoring will be conducted quarterly, and ground water monitoring will be conducted on a semi-annual basis.

C. Methane Monitoring

1. Methane monitoring events have been conducted quarterly at the Paseo De Vista Landfill for several years. Future methane monitoring events will consist of collecting readings from all soil vapor probes at both the Paseo De Vista Landfill (24 locations) and the Former Frank Ortiz Landfill (8 locations), as well as within and around the buildings which comprise the Buckman Road Recycling & Transfer Station complex (16 points). The methane monitoring events will also include the collection of concentrations (in % by volume in air) of carbon dioxide, oxygen, and the remaining "balance" of gases, together with methane accounting for the landfill gas composition at these sites. Also, six additional methane monitoring events will be performed after precipitation events greater than or equal to 1.0-inch of precipitation as measured at the Buckman Road Transfer Station meteorologic station, located immediately northwest of the Paseo de Vista Landfill (installed in 2019). Methane monitoring will occur two to four weeks after 1.0-inch or greater precipitation. If two or more 1.0 inch or greater precipitation events occur in a two-week period, monitoring is to be performed two to four weeks after the last precipitation event. The 1.0-inch trigger value is on the low end of "typical" storms on record during the rainy months in the Santa Fe region and has been approved by NMED Solid Waste Bureau as a trigger event rainfall amount.

The six additional monitoring events described here will be in addition to the routine compliance (i.e. quarterly) methane monitoring performed at the Landfill unless a routine methane monitoring event, typically conducted in March, June, September, and December, falls within the two to four weeks from 1.0-inch or greater precipitation timeframe, as described above.

D. Ground Water Monitoring

Pursuant to SWMR requirements for landfill closure, five groundwater monitoring wells were completed around the Paseo De Vista landfill. Monitoring wells 1-3 (MW-1, MW-2 and MW-3)

were completed in 1993. Due to an apparent change in water table gradient, monitoring wells 4 and 5 (MW-4 and MW-5) were installed in 1998 to improve monitoring well network coverage around the landfill. Additional downgradient monitoring wells 6-8 (MW-6, MW-7 and MW-8) were installed southeast of the Paseo De Vista Landfill in June 2004 in response to an NMED-SWB request for additional downgradient monitoring well coverage for the Paseo De Vista Landfill. The Contractor will be required to provide semi-annual monitoring (including water-level measurements) and sampling of groundwater water wells at the Paseo de Vista Landfill and the former Ortiz Landfill (Ortiz Park-1, Ortiz Park-2, Ortiz Park-3, Ortiz Park-4, and Ortiz Park-5 [to be installed in Year 1]), as required by NMED-SWB under their closure requirements for this landfill. The contractor will be required to sample wells according to requirements of the SWMR.

In accordance with the closure plan, the Contractor will provide these general services to the City of Santa Fe.

1. The contractor shall monitor and sample all groundwater wells once every six months. Analyses of all water samples for the NMED SWB regulatory required parameters to includes VOCs, primary mineral ions, metals, and radiological parameters.

2. Ground water sampling will be completed according to EPA Methods for applicable testing parameters.

3. A trip blank will be tested for each sampling event.

4. Ground water monitoring wells with monitoring plan requirements for sample collection and analysis are equipped with operable pumps. These wells include MW-2, MW-6, MW-7, and MW-8 at the Paseo de Vista Landfill and Ortiz Park-1 at the former Ortiz Landfill.

5. Three existing ground water monitoring wells (Ortiz Park-2, Ortiz Park-3, and Ortiz Park-4) and one proposed ground water monitoring well (Ortiz Park-5) with monitoring plan requirements for sample collection and analysis require bailing via a dedicated, disposable bailer.

6. Contractor shall be responsible for analytical laboratory testing of samples, according to regulations (Currently the testing parameters have been reduced to 20 NMAC 9.1.804.A&B), with a full A&C test required every five years, last A&C test for the Paseo de Vista Landfill was completed on 05/27/2021.

E. Annual Settlement Benchmark Survey

1. Settlement benchmark installation and initial survey have been completed and will be resurveyed on an annual basis and an annual survey will be submitted to the City and NMED (beginning in calendar year 2024). A brief settlement benchmark survey report will be prepared

by the contractor within four weeks of receipt of each annual event's survey data are received and will be submitted to NMED. The report will include a brief discussion of survey activities, the latest survey data for each of the 80 benchmarks, and a table of relative elevation change from the previous, and initial, survey for each benchmark. Annual surveying of the settlement benchmarks and associated reporting will be performed for a period of 5 years. Upon completion of the five-year surveying period, a final report will be prepared and submitted to NMED summarizing the findings of the settlement evaluation. Appropriate recommendations for landfill cover improvements or maintenance, if necessary, will be included in the final report.

F. Methane Monitoring Report Requirements

The results of each of 16 routine quarterly landfill gas/methane monitoring events will be summarized in letter reports and submitted to NMED.
The contractor will generate a landfill gas/methane monitoring report including the following information:

1. Executive Summary:
   a. Introduction
   b. Monitoring Methods and Procedures
   c. Landfill Gas/Methane Monitoring Results
   d. Laboratory Analysis (if applicable)
   e. Assessment monitoring levels
   f. Conclusion and references.
2. For each vapor monitoring well in the network, the contractor shall include the following information:
   a. Tables that include:
      i. Cumulative monitoring data per well per event
      ii. Laboratory Analytical data (if applicable)
   b. Figures including:
      i. Map of the Landfill(s)
      ii. Methane concentration map
   c. Appendices including:
      i. Laboratory reports and chain of custody documents
      ii. Methane monitoring field notes

G. Ground Water Monitoring Report Requirements

For each of the eight semiannual groundwater monitoring events, the contractor will generate a groundwater monitoring report including the following information:

1. Executive Summary:

   a.

Introduction

b. Geo-hydrologic conditions
c. Current investigation
d. Water level, gradient and trend
e. Groundwater flow velocity estimate
f. Groundwater sampling and analysis
g. Summary of groundwater quality data
    i. Organic constituents
    ii. Metal constituents
    iii. Other inorganic constituents
    iv. Proposed background and assessment monitoring level concentrations
h. Assessment monitoring levels
    i. Conclusion and references.

2. For each monitoring well in the network, the contractor shall include the following information:

a. Tables that include:
    i. Cumulative water level data
    ii. Organic water quality data
    iii. Inorganic water quality data
b. Calculated groundwater flow velocity
c. Figures including:
    i. Map of the Landfill(s)
    ii. Water table map
    iii. Groundwater quality summary map
    iv. Nitrate concentrations.
d. Appendices including:
    i. Water level hydrographs on all monitoring wells
    ii. Laboratory reports for water quality analyses
    iii. Groundwater sampling field notes and chain of custody documents.

The contractor shall provide required notification to NMED SWB of site-specific assessments level exceedance (Exceedance levels have been established based on cumulative data from prior monitoring events and assessments).

H. Report Delivery and Submission

The contractor must provide editable electronic version of draft reports level notification and monitoring report three weeks prior to deadline of submittal. The City Environmental Services Division will review and propose changes as needed. The contractor must be available via telephone for response to questions or clarification of report, exceedance notification or data. The contractor must provide four hard copies and electronic version of each groundwater

monitoring report, distribution as follows:

a. Shirlene Sitton, 2 copies, City Environmental Services Director
b. NMED SWB – Attention: Erica Gordan
c. NMED GWQB – Attention: Justin Ball

City of Santa Fe follows the New Mexico State Procurement Code (NMPC) & City of Santa Fe Procurement Manual (COSPM).

NMPC, NMSA, 1978 13-1-98 & COSPM, Item VI. Exemptions from the Procurement Code.

(letter) NMPC/ (number) COSPM

Determination

_____ Professional

_____ General Service

_____
Travis Dutton-Leyda, Chief Procurement Officer

From: GARCIA, LAWRENCE M. <lmgarcia@santafenm.gov>
Sent: Monday, September 25, 2023 9:16 AM
To: Purchasing DET <purchasing_det@santafenm.gov>
Cc: LOVATO, JOANN D. <jdlovato@santafenm.gov>
Subject: Request for determination of the following scope of work

Travis/Joann

Public Utilities/Environmental Services Division needs to initiate a request for proposal for monitoring and engineering services for two closed landfills as described within the scope.

Thank you,
Lawrence Garcia
ESD Maintenance Manager
Office 505-955-2241
Cell 505-470-7201
Service issues: esd@santafenm.gov
https://www.santafenm.gov/esd

From: Matt Loehman
To: GARCIA, LAWRENCE M.
Cc: DUTTON-LEYDA, TRAVIS K.
Subject: Re: FW: Offered to WorkQuest DBA Horizons of New Mexico
Date: Monday, September 25, 2023 1:52:15 PM
Attachments: image001.jpg
image001.jpg

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good afternoon,

Thank you very much for the opportunity, but we will decline this procurement.

Best regards,

Matt

Matt Loehman
Executive Director

Horizons of New Mexico
6121 Indian School Rd. NE, Suite 102
Albuquerque, NM 87110

office phone: (505) 345-1540
email: mloehman@horizonsofnewmexico.org
web: www.horizonsofnewmexico.org

The State Use Act helps people with disabilities become gainfully employed, and it saves you valuable time and resources otherwise used during the procurement process.

On Mon, Sep 25, 2023 at 12:37 PM GARCIA, LAWRENCE M. <lmgarcia@santafenm.gov> wrote:

> Matt –
>
> The City of Santa Fe owns two closed landfills, the Paseo de Vistas Landfill closed under the Federal Resource Conservation and Recovery Act (RCRA) in the 1990's and is overseen by the New Mexico Environment Department (NMED), Solid Waste Bureau (SWB), according to its' Landfill Closure Plan filed by the city. The Frank Ortiz disposal site was closed before the Paseo landfill and is now the Frank Ortiz Dog Park. It is not regulated

under RCRA and is overseen by the NMED Ground Water Bureau (GWB) because closure occurred prior to the implementation of the NMED solid waste regulations for landfill closure. Both sites must comply with required quarterly and semi-annual monitoring, as specified by the closure plans. The City of Santa Fe is offering this work to Work Quest dba Horizons of New Mexico, Please respond if you are interested in this scope of work.

The City of Santa Fe is Requiring Professional Services to provide four quarters of regulatory NMED, GWB, for the Stage 1 Abatement Plan, to include monitoring and reporting for the Frank Ortiz Landfill, and four quarters of regulatory NMED, SWB monitoring and reporting for Paseo de Vistal Landfill, both owned by the City of Santa Fe, and located within City of Santa Fe, within Santa Fe County.

Respectfully,

Lawrence Garcia

ESD Maintenance Manager

Office 505-955-2241

Cell 505-470-7201

Service issues: **esd@santafenm.gov**

https://www.santafenm.gov/esd



Client#: 914933 INTERINC22

ACORD™ CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY) 6/03/2024

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must have ADDITIONAL INSURED provisions or be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer any rights to the certificate holder in lieu of such endorsement(s).

PRODUCER	CONTACT NAME: Danelle Touchstone
USI Insurance Services LLC -CL 4630 North Loop 1604 West Suite 410 San Antonio, TX 78249	PHONE (A/C, No, Ext): 210 524-2094 FAX (A/C, No): 610-537-1904 E-MAIL ADDRESS: danelle.touchstone@usi.com

INSURER(S) AFFORDING COVERAGE	NAIC #
INSURER A : Lloyd's of London	SURPLU
INSURER B : Hartford - WC Multiple Issuing Cos	00914
INSURER C : Sentinel Insurance Company Ltd.	11000
INSURER D :	
INSURER E :	
INSURER F :	

INSURED
INTERA Incorporated
9600 Great Hills Trl
Suite 300W
Austin, TX 78759

COVERAGES CERTIFICATE NUMBER: REVISION NUMBER:

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDL INSR	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS	
A	X COMMERCIAL GENERAL LIABILITY CLAIMS-MADE X OCCUR X Pollution Liability X BI/PD DED $10,000 GEN'L AGGREGATE LIMIT APPLIES PER: POLICY X PRO-JECT X LOC OTHER:			ENVP000025424	06/01/2024	06/01/2025	EACH OCCURRENCE DAMAGE TO RENTED PREMISES (Ea occurrence) MED EXP (Any one person) PERSONAL & ADV INJURY GENERAL AGGREGATE PRODUCTS - COMP/OP AGG 	$1,000,000 $300,000 $25,000 $1,000,000 $2,000,000 $2,000,000 $
C	AUTOMOBILE LIABILITY X ANY AUTO OWNED AUTOS ONLY / SCHEDULED AUTOS X HIRED AUTOS ONLY / X NON-OWNED AUTOS ONLY			65UECZR3402	06/01/2024	06/01/2025	COMBINED SINGLE LIMIT (Ea accident) BODILY INJURY (Per person) BODILY INJURY (Per accident) PROPERTY DAMAGE (Per accident) 	$1,000,000 $ $ $ $
A	UMBRELLA LIAB X OCCUR X EXCESS LIAB CLAIMS-MADE DED RETENTION $			ENVX000020624	06/01/2024	06/01/2025	EACH OCCURRENCE AGGREGATE 	$6,000,000 $6,000,000 $
B	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? Y/N: N (Mandatory in NH) If yes, describe under DESCRIPTION OF OPERATIONS below	N / A		65WBOL6H7Y	06/01/2024	06/01/2025	X PER STATUTE / OTH-ER E.L. EACH ACCIDENT E.L. DISEASE - EA EMPLOYEE E.L. DISEASE - POLICY LIMIT	 $1,000,000 $1,000,000 $1,000,000
A	Professional Liab			ENVP000025424 Retroactive Date	06/01/2024 01/10/2002	06/01/2025	$2,000,000 Aggregate $1,000,000 Per Claim $100,000 Deductible	

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)

RE: Contract ID SHR000022790 RFB-2022-322-DSW-CG
The Excess Policy sits over the General Liability, Automobile Liability and Professional Liability limits.
Professional Liability is on a claims-made basis.
The General Liability and Automobile Liability policies include a blanket Additional Insured endorsement that provides Additional Insured status to City of Santa Fe when there is a written contract that requires
(See Attached Descriptions)

CERTIFICATE HOLDER

City of Santa Fe
801 W. San Mateo
Santa Fe, NM 87505

CANCELLATION

SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.

AUTHORIZED REPRESENTATIVE

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DESCRIPTIONS (Continued from Page 1)

such status and only with regard to work performed on behalf of the named insured.
A thirty (30) days prior written notice of cancellation to certificate holder applies when required by written contract. The General Liability and Automobile Liability policies contain a special endorsement with Primary and Noncontributory wording when required by written contract.

Signature: Sandra Gabaldón

Email: sgabaldon@santafenm.gov

Signature: DEBORA TRUJILLO (Mar 26, 2025 09:48 MDT)

Email: dctrujillo@santafenm.gov

Signature:

Email: jdroach@santafenm.gov

CITY OF SANTA FE

The Purchasing Memo

Date: April 16, 2025

To: Governing Body, Finance Committee, and Public Works & Utilities Committee

From: John Del Mar, Engineering Supervisor

Via: Jesse Roach, Public Utilities Department Director

Subject: Amendment to AECOM Professional Services Contract to Remove Fiscal Year Compensation Amount Limit

Vendor Name: AECOM

Munis Vendor Number: 3350

ITEM AND ISSUE:

The Public Utilities Department respectfully requests your review and approval of Amendment 1 to Contract Number 3204146 with AECOM for Professional Services. Amendment 1 removes fiscal year compensation amount limits and changes the total contract amount, not to exceed eight million dollars ($8,000,000.00) including NMGRT.

CONTRACT NUMBER:

The FY24 Munis contract number is 3204146.

BACKGROUND AND SUMMARY:

The Water Division requires contract flexibility regarding the amount needed to compensate our on-call contract vendors for their services in a given fiscal year.

The on-call services nature of the contract necessitates the city's ability to compensate the vendor without fiscal year amount limits. Necessary on-call professional services for various CIP projects vary each fiscal year. With the contract providing the same limit amount of compensation for each fiscal year over the four-year contract term, the amount may either exceed that which is needed or fall short of that needed to compensate on-call vendors for services.

The original contract date was August 14, 2023. The City Clerk's Item number is 23-0509.

PRIOR APPROVALS AND SUPPORTING INFORMATION:

FUNDING SOURCE:

Fund Name/Number: Water Cash Fund / 505

Munis Org Name/Number: WTR Cap Proj / 505395

Munis Object Name/Number: WIP Design / 572960

Budget Officer / Designee: Andy Hopkins **Date:** 04/16/2025

Budget Officer Comment/Exceptions: _____

PROCUREMENT METHOD:

The procurement method used was NMSA 1978, Section 13-1-111, RFP.

RFP #23/51/P On-call Engineering Services for Water Dams and Geotechnical Expertise

Chief Procurement Officer (CPO) / Designee: _____ **Date:** 04/16/2025

CPO Comment/Exceptions: _____

ASSOCIATED APPROVALS:

IT Components included? ☐ Yes | ☒ No

Approval: _____ **Title:** _____ **Date:** _____

Comment/Exceptions: _____

Vehicles included? ☐ Yes | ☒ No

Approval: _____ **Title:** _____ **Date:** _____

Comment/Exceptions: _____

Construction to City Facilities, Furniture, and/or Fixtures included? ☐ Yes | ☒ No

Approval: _____ **Title:** _____ **Date:** _____

Comment/Exceptions: _____

Is this an externally funded purchase? ☐ Yes | ☒ No

If yes, what is the issuing agency: _____

Approval: _____ **Title:** _____ **Date:** _____

Comment/Exceptions: _____

Is this a Capital Asset or Project? ☒ Yes | ☐ No

Project Ledger Number: The vendor is on-call to work on various projects and will note the project ledger number on invoices specific to their work.

Approval: _____ **Title:** _____ **Date:** _____

Comment/Exceptions: _____

ATTACHMENTS:

1. Amendment 1
2. Original Contract Packet
3. Certificate of Liability Insurance

Item #: _____
Munis Contract #: 3204146
Original Contract Item #: 23-0509
RFP #: 23/51/P

CITY OF SANTA FE
AMENDMENT No. 1 TO
Professional Services Contract
ITEM # 23-0509

This AMENDMENT No. 1 (the "Amendment") amends the CITY OF SANTA FE PROFESSIONAL SERVICES CONTRACT, dated August 14, 2023 the ("Contract"), between the City of Santa Fe (the "City") and AECOM Technical Services Inc., (the "Contractor"). The date of this Amendment shall be the date when it is executed by the City and the Contractor whichever occurs last.

RECITALS:

A. Under the terms of the Contract, Contractor has agreed to provide professional engineering services.

B. Pursuant to Article 14 of the Contract, and for good and valuable consideration, the receipt and sufficiency of which are acknowledged by the parties, the City and the Contractor agree as follows:

1. COMPENSATION.

Article 3, paragraph A of the Contract is amended to provide for payment of services based on available budget so that Article 3, paragraph A reads in its entirety as follows:

that Article 3, paragraph A reads in its entirety as follows:

A. The City shall pay to the Contractor in full payment for services satisfactorily performed BASED UPON DELIVERABLES, MILESTONES, BUDGET, ETC., such compensation based on available budget and not to exceed eight million dollars ($8,000,000.00) including New Mexico Gross Receipts Tax (NMGRT) throughout the four-year term of this contract.

Article 3 paragraph B subparagraph 1 of the Contract is removed in its entirety.

2. CONTRACT IN FULL FORCE.

Except as specifically provided in this Amendment, the Contract remains and shall remain in full force and effect, in accordance with its terms.

IN WITNESS WHEREOF, the parties have executed this Amendment No. 1 to the Contract as of the dates set forth below.

CITY OF SANTA FE:

_____
MAYOR ALAN WEBBER

DATE:_____

CONTRACTOR: AECOM Technical Services

_____
NAME: John Sikora, P.E., D.WRE, CFM

_____
TITLE: AECOM Principal Water Resources Engineer

DATE: Mar 21, 2025

CRS # 02-450666-00-4
Registration # 229607

ATTEST:

_____
CITY CLERK

CITY ATTORNEY'S OFFICE:

Marcos Martinez
Marcos Martinez (Mar 21, 2025 08:58 MDT)
_____
MARCOS MARTINEZ,
SENIOR ASSISTANT CITY ATTORNEY

APPROVED FOR FINANCES:

Emily K. Oster
_____
FINANCE DIRECTOR

Item #23-0509

Munis Contract# 3204146

CITY OF SANTA FE
PROFESSIONAL SERVICES CONTRACT

THIS AGREEMENT is made and entered into by and between the City of Santa Fe, New Mexico, hereinafter referred to as the "City," and **AECOM**, hereinafter referred to as the "Contractor," and is effective as of the date set forth below upon which it is executed by the Parties.

RECITALS

WHEREAS, the Chief Procurement Officer of the City has made the determination that this Agreement is in accordance with the provisions of the New Mexico Procurement Code (NMSA 1978, 13-1-28 et seq.) pursuant to NMSA 1978, § 13-1-95.2. E; and NMSA 1978, § 13-1-111;

WHEREAS, the Contractor is one of such requisite and qualifications and is willing to engage with the City for professional services, in accordance with the terms and conditions hereinafter set out, and the Contractor understanding and consenting to the foregoing is willing to render such professional services as outlined in the Agreement; and

WHEREAS, the Contractor does hereby accept its designation as an engineering firm rendering services related to Dams and Geotechnical engineering and general engineering for the City, as set forth in this Agreement; and

WHEREAS, it is agreed by the parties that the performance of the professional services is for a period of four (4) years, as directed by the City.

NOW, THEREFORE, the parties hereby agree as follows:

1. **Scope of Work.**

A. The Contractor shall provide the following professional services-for the City:

1) Professional Services

The Contractor shall perform professional engineering services on an as-needed basis as directed by the City's representative. The Contractor shall have demonstrated specific expertise and experience in the areas of dam safety, design and construction, geotechnical and structural analysis; repair and rehabilitation and related infrastructure assessments; pipeline design and construction; field reconnaissance and surveys; water distribution and storage; water distribution and storage; water quality; wastewater; and water system improvements. Other required engineering services will include planning; water supply; water resource management; hydraulic and other modeling; well field operations; and construction management and or inspection services for a variety projects and utility work assignments to include Water and Sanitary Sewer Lines and Water Systems Facilities including dams and Wastewater Facilities. Engineering services shall meet the applicable requirements of the City and accepted industry standards and

practices. The scope of work for any one project may involve some or all phases of project development and implementation which may include, the following.

- Engineering services for design and construction
  - Dam safety, design and construction
  - Geotechnical and structural analysis
  - Field reconnaissance and surveys
  - Collecting field and other related data
  - Engineering design support and preparation of design documents and other technical specifications
  - Pipeline design and construction
  - Development of detailed construction cost estimates
- General engineering services for
  - Capital Improvements
  - Repair and rehabilitation related assessments
  - Upgrades and improvements
  - Third party design review
  - Procurement support for Capital Improvement Plan (CIP)
  - Bid phase support
- Water and wastewater treatment processes and engineering.
- Water resources studies for
  - Supply and demand management
  - Wellfield sustainability analyses
  - Water budget and geohydrologic modeling analyses
  - Permitting
- Permit related activities, compliance and litigation support
- Water utility management support for
  - Asset management
  - Water loss audit
  - Federal and State funding applications
- Construction Management including:
  - Project coordination during construction
  - Construction meetings and Site visits
  - Requests for information
  - Submittal reviews
  - change orders and Change directives
  - Record drawings
  - Render interpretations of design documents as necessary
  - Review Contractor's Submittals including record drawings for conformance with design documents
  - Respond to Requests for Information (RFI) related to the design submitted by the Contractor
  - Deliverables

2) Engineering Services for Design and Construction

The types of services anticipated under this category shall include, at a minimum, the following:

- Dam safety analyses
- Geotechnical and water infrastructure structural analyses
- Field reconnaissance and surveys
- Collecting field and other related data
- Prepare engineering details and calculations as needed for water supply, water transmission and water storage improvement projects
- Prepare preliminary drawings, and estimates of probable cost, including capital costs, annual operation and maintenance cost, lifecycle cost for any range of system improvement alternative(s). Present alternatives and cost structure and provide recommendations and analyses of each alternative
- Prepare engineering designs, calculations, plans, specifications, cost estimates and contract bidding documents. Engineering plans and construction documents will include preliminary engineering, sixty percent (60%), ninety percent (90%), and final engineering, or as specified by a given task order
- Evaluate the design concept for constructability and practicality for construction phase and maintenance of water system improvements
- Develop a design and construction schedule
- Manage construction-phase projects assuring adherence to related deliverables timeline and regulatory requirements
- Geographic information system (GIS) support, field surveying and mapping, graphical illustrations and reporting support

3) General Engineering

The types of services anticipated under this category shall include, at a minimum, the following:

- Development of engineering design drawings and specifications for capital improvement projects, and/or rehabilitation and replacement projects
- Perform necessary field investigations and coordinate with regulatory agencies and other stakeholders to verify design and construction assumptions and constraints
- Address right of way and easement issues
- Updates and revisions to the water distribution and storage master plan, as needed
- Improvements to distribution system network, pressure zone management, well systems, booster pump station, piping valves, junctures and storage tank improvements
- Water system design and operations, water demand analyses, system utilization, operation and reliability
- Bid phase Support including written responses to questions from plan holders on design drawings and specifications

4) Water and Wastewater Treatment Processes and Engineering

The types of services anticipated under this category shall include, at a minimum, the following:

- Perform water quantity and water quality evaluations related to water supply operations related to source water derived from reservoirs and production wells, recycled wastewater reuse, aquifer storage and recovery, and water treatment processes
- Perform technical and system optimization studies for various water system operations related to sustainable water production, well field management, water distribution and storage, dams, energy usage, surface and groundwater interaction, water budgets and related geohydrologic analyses
- Production well design, construction, testing and sustainable operations
- Water quality and treatment, blending and distribution
- Perform feasibility studies for new and/or alternative water sources, aquifer storage and recovery, wastewater reuse, water treatment systems and engineering services in support of capital improvement projects including process technical evaluations; site layouts; design and process requirements; distribution and storage, booster pumps, energy efficiency; and capital and Operating & Maintenance (O&M) costs

5) Water Resources Studies

The types of services anticipated under this category shall include, at a minimum, the following:

- Hydrologic and hydrogeological services as they pertain to water resource management; source protection; water resource management; permit compliance; and water system production, distribution and storage improvements
- Water budget analyses; water level monitoring; stream gaging and seepage studies; surface and groundwater interaction; and evapotranspiration calculations in support of water resource management studies
- Long range water supply plan (LRWSP) updates; drought management; new source of supply evaluations, system resiliency; supply and demand forecasting using decision analysis tool (WaterMAPS); 5-, 10- and 20-year long range supply and demand forecasts and integrates result with LRWSP, T&D Master Plan, WaterMAPS decision tool; and wastewater reuse, treatment and conservation plans
- Groundwater modeling in support of aquifer sustainability and safe yield estimates, groundwater pumping offset calculations, aquifer characteristic evaluations, and supply optimization evaluations; Predictive simulation of groundwater flow, model development and calibration and model validation.
- Well design; well efficiency; well permitting; specific capacity and aquifer testing; sustainable well yield assessment; well redevelopment; well construction and repair; well permitting; and well siting
- Water supply prioritization; economics; availability and resiliency; and water supply infrastructure

6) Permit Related Activities, Compliance and Litigation Support

The types of services anticipated under this category shall include, at a minimum, the following:

- Surface and groundwater water right permitting and applications
- Inter-state compact compliance, permitting and accounting
- Appropriation of surface water, groundwater administration, active water resource administration, and general water rights
- Return flow credits, aquifer storage and recovery, reclaimed water reuse, discharge permitting and water quality compliance

7) Water Utility Management

The types of services anticipated under this category shall include, at a minimum, the following:

- Asset management plan support including financial planning, life cycle evaluation, water accounting, capital improvements, risk assessments, asset inventory and data management
- Water loss control program support to support water audit evaluations, conduct water audit intervention processes, and implement performance indicator evaluations
- Support City pursuit of federal and state grant funding applications

8) Construction Management

The types of services anticipated under this category shall include, at a minimum, the following:

- Project coordination during construction
- Construction meetings and Site visits
- Requests for information
- Submittal reviews
- Change orders and change directives
- Record drawings
- Render interpretations of design documents as necessary
- Review Contractor's Submittals including record drawings for conformance with design documents
- Respond to Requests for Information (RFI) related to the design submitted by the Contractor
- Deliverables

9) Project Management

The Contractor shall provide project management throughout the duration of a given project with regular communication and coordination with the City. Project management tasks shall include:

- Maintaining a project work plan, schedule, and budget
- Project description and summary of deliverables
- Project meetings to establish work plan including project team members and responsibilities, quality and document control process, and communication protocols
- Monthly progress/status reports
- Regularly scheduled status meetings with the City

- Regular engagement with project stakeholders
- Monthly invoicing
- Delivery of work products that have been thoroughly reviewed with an established QA/QC process

Meetings will be held in City offices or remotely (as circumstances dictate) as requested by the City.

The City may request the Contractor provide a proposal to complete a scope of work for select engineering projects as defined by the City. The scope of work will be defined as an Assigned Task Order that will establish the individual project scope, schedule, deliverables and cost. Task Orders will be negotiated and approved by the City Project Manager and Water Division Director.

- Project Task Orders: (1) Lump Sum Fee negotiated individually based on the contract rates, for each project and issued as a separate Purchase Order; or (2) Hourly Rate when the scope of services preclude reasonable estimates of time to complete. Contractor shall be required to submit detailed time records, documentation for other expenses, and such other evidence.
- The City will request a lump sum fee or hourly rate proposal for each project (Project Task Order). At its own expense, the Contractor shall visit the site and prepare a detailed lump sum or hourly rate (as applicable) proposal, based on the Contractor's contract rates, for accomplishing the work. Each proposal prepared by the Contractor shall include an acceptable description of the nature, extent and character of the work required, as well as performance criteria and delivery schedules. All proposals for Task Orders under this Agreement must reference the Agreement/Contract number on the proposal to confirm that the current contract rates were used in the preparation of the proposal. Proposals that include the Contractor's Terms and Conditions rather than those negotiated as part of the contract will not be accepted.
- Each Project Task Order will be reviewed and approved in writing by the City representative prior to Contractor initiating any work. The Contractor shall be responsible for conveying the information of Project Task Order to its employees, agents or subcontractors or sub-consultants. The Contractor shall be responsible for any work not expressly set out in any Project Order, but which may be reasonably implied for proper completion of the Project Order. The Project Task Order will clearly define the project schedule, meeting and reporting requirements.
- The Contractor shall not commence any work that has not been authorized by a written purchase order (or change order) executed by the Procurement Division and without a written Notice to Proceed from the City's representative (Project Manager). The Contractor assumes all risk and financial liability for any services rendered without such proper authorization.
- Should additional services be requested beyond the scope of any executed Purchase Order, adjustments to the contract amounts shall be negotiated and a change order issued authorizing the additional work.

- The Contractor's services shall be considered complete upon satisfactory completion and acceptance by the Owner's Representative of the services outlined in the Project Order.
- The successful Contractor shall be responsible for the professional quality, technical accuracy, timely completion, and the coordination of all planning, design, drawings, specifications, reports and other services furnished by the Contractor or any employee, agent, or subcontractor of the Contractor under this Agreement. The Contractor shall without additional compensation, correct or revise any errors, omissions, or other deficiencies in his or his employee's, agent's or subcontractor's designs, drawings, specifications, reports and other services.
- The Contractor must acknowledge that approval by the City of drawings, specifications, reports and incidental engineering work or materials furnished under the scope of work shall not in any way relieve the Contractor of their responsibility for the technical accuracy and adequacy of the work. The Contractor shall be and remain liable in accordance with applicable law for all damages to the City caused by the Contractor.
- All work must be done by or under the direct supervision of engineers and surveyors registered to practice in New Mexico.

The City is under no obligation to expend any amount of this funding and expenditures will be incurred on an as-needed basis to complete projects on the City's direction.

Specific deliverables, milestones, tasks, time sensitive reporting, data, plans, designs and or any other professional services request generated will made a part of specific Task Orders the City may assign the Contractor upon after execution of this Professional Services Agreement.

2. **Standard of Performance; Licenses.**

A. The Contractor represents that Contractor possesses the personnel, experience and knowledge necessary to perform the services described under this Agreement.

B. The Contractor agrees to obtain and maintain throughout the term of this Agreement, all applicable professional and business licenses required by law, for itself, its employees, agents, representatives and subcontractors.

3. **Compensation.**

A. The City shall pay to the Contractor in full payment for services satisfactorily performed at the rates indicated in the attached Fee Schedule determined based on the personnel conducting specific Scope Of Work services and the hours indicated, and BASED UPON DELIVERABLES, MILESTONES, BUDGET, ETC., such compensation not to exceed three million dollars ($3,000,000.00) during the four-year contract term, excluding gross receipts tax. The New Mexico gross receipts tax 8.3125% levied on the amounts payable under this Agreement totaling two hundred forty-nine thousand three hundred seventy-five dollars ($249,375.00), shall be paid by the City to the Contractor.

The total amount payable to the Contractor under this Agreement, including gross receipts tax and expenses, shall not exceed three million two hundred forty-nine thousand three hundred seventy-five dollars ($3,249,375.00). This amount is a

maximum and not a guarantee that the work assigned to be performed by Contractor under this Agreement shall equal the amount stated herein. The parties do not intend for the Contractor to continue to provide services without compensation when the total compensation amount is reached. Contractor is responsible for notifying the City when the services provided under this Agreement reach the total compensation amount. In no event will the Contractor be paid for services provided in excess of the total compensation amount without this Agreement being amended in writing prior to those services in excess of the total compensation amount being provided.

1) The City shall pay to the Contractor in full payment for services satisfactorily performed pursuant to the Scope of Work at the at the rates indicated in the attached Fee Schedule based on the personnel conducting the services and the hours indicated, seven hundred fifty-thousand dollars ($750,000.00) per year for FY24, FY25, FY26 and FY27, based on the work performed. The New Mexico gross receipts tax levied on the amounts payable per year under this Agreement totaling sixty-two-thousand, three hundred forty-three dollars and seventy-five cents ($62,343.75) shall be paid by the City to the Contractor.

B. Payment is subject to availability of funds pursuant to the Appropriations Paragraph set forth below and to any negotiations between the parties from year to year pursuant to Paragraph 1, Scope of Work, and to approval by the City. All invoices MUST BE received by the City no later than thirty (30) days after the termination of the Fiscal Year in which the services were delivered. Invoices received after such date WILL NOT BE PAID.

C. Contractor must submit a detailed statement accounting for all services performed and expenses incurred. If the City finds that the services are not acceptable, within thirty days after the date of receipt of written notice from the Contractor that payment is requested, it shall provide the Contractor a letter of exception explaining the defect or objection to the services, and outlining steps the Contractor may take to provide remedial action. Upon certification by the City that the services have been received and accepted, payment shall be tendered to the Contractor within thirty days after the date of acceptance. If payment is made by mail, the payment shall be deemed tendered on the date it is postmarked. However, the City shall not incur late charges, interest, or penalties for failure to make payment within the time specified herein.

4. Term.

THIS AGREEMENT SHALL NOT BECOME EFFECTIVE UNTIL APPROVED BY THE CITY. This Agreement shall terminate on June 30, 2027 unless terminated pursuant to paragraph 4 (Termination), or paragraph 5 (Appropriations). The City reserves the right to renew the contract on an annual basis by mutual Agreement not exceed a total of four (4) years in accordance with NMSA 1978, §§ 13-1-150 through 152.

5. Termination.

A. Termination. This Agreement may be terminated by either of the parties hereto upon written notice delivered to the other party at least thirty (30) days prior to the intended date of termination. Except as otherwise allowed or provided under this Agreement, the City's sole

liability upon such termination shall be to pay for acceptable work performed prior to the Contractor's receipt of the notice of termination, if the City is the terminating party, or the Contractor's sending of the notice of termination, if the Contractor is the terminating party; provided, however, that a notice of termination shall not nullify or otherwise affect either party's liability for pre-termination defaults under or breaches of this Agreement. The Contractor shall submit an invoice for such work within thirty (30) days of receiving or sending the notice of termination. Notwithstanding the foregoing, this Agreement may be terminated immediately upon written notice to the Contractor if the Contractor becomes unable to perform the services contracted for, as determined by the City or if, during the term of this Agreement, the Contractor or any of its officers, employees or agents is indicted for fraud, embezzlement or other crime due to misuse of City funds or due to the Appropriations paragraph herein. *THIS PROVISION IS NOT EXCLUSIVE AND DOES NOT WAIVE THE City's OTHER LEGAL RIGHTS AND REMEDIES CAUSED BY THE CONTRACTOR'S DEFAULT/BREACH OF THIS AGREEMENT.*

B. Termination Management. Immediately upon receipt by either the City or the Contractor of notice of termination of this Agreement, the Contractor shall: 1) not incur any further obligations for salaries, services or any other expenditure of funds under this Agreement without written approval of the City; 2) comply with all directives issued by the City in the notice of termination as to the performance of work under this Agreement; and 3) take such action as the City shall direct for the protection, preservation, retention or transfer of all property titled to the City and records generated under this Agreement. Any non-expendable personal property or equipment provided to or purchased by the Contractor with contract funds shall become property of the City upon termination and shall be submitted to the City as soon as practicable.

6. Appropriations.

The terms of this Agreement are contingent upon sufficient appropriations and authorization being made by the City Council for the performance of this Agreement. If sufficient appropriations and authorization are not made by the City Council, this Agreement shall terminate immediately upon written notice being given by the City to the Contractor. The City's decision as to whether sufficient appropriations are available shall be accepted by the Contractor and shall be final. If the City proposes an amendment to the Agreement to unilaterally reduce funding, the Contractor shall have the option to terminate the Agreement or to agree to the reduced funding, within thirty (30) days of receipt of the proposed amendment.

7. Status of Contractor.

The Contractor and its agents and employees are independent contractors performing professional services for the City and are not employees of the City. The Contractor and its agents and employees shall not accrue leave, retirement, insurance, bonding, use of City vehicles, or any other benefits afforded to employees of the City as a result of this Agreement. The Contractor acknowledges that all sums received hereunder are reportable by the Contractor for tax purposes, including without limitation, self-employment and business income tax. The Contractor agrees not to purport to bind the City unless the Contractor has express written authority to do so, and then only within the strict limits of that authority.

8. Assignment.

The Contractor shall not assign or transfer any interest in this Agreement or assign any

claims for money due or to become due under this Agreement without the prior written approval of the City.

9. **Subcontracting.**

The Contractor shall not subcontract any portion of the services to be performed under this Agreement without the prior written approval of the City. No such subcontract shall relieve the primary Contractor from its obligations and liabilities under this Agreement, nor shall any subcontract obligate direct payment from the City.

10. **Release.**

Final payment of the amounts due under this Agreement shall operate as a release of the City, its officers and employees from all liabilities, claims and obligations whatsoever arising from or under this Agreement.

11. **Confidentiality.**

Any confidential information provided to or developed by the Contractor in the performance of this Agreement shall be kept confidential and shall not be made available to any individual or organization by the Contractor without the prior written approval of the City.

12. **Product of Service -- Copyright.**

All materials developed or acquired by the Contractor under this Agreement shall become the property of the City and shall be delivered to the City no later than the termination date of this Agreement. Nothing developed or produced, in whole or in part, by the Contractor under this Agreement shall be the subject of an application for copyright or other claim of ownership by or on behalf of the Contractor.

13. **Conflict of Interest; Governmental Conduct Act.**

A. The Contractor represents and warrants that it presently has no interest and, during the term of this Agreement, shall not acquire any interest, direct or indirect, which would conflict in any manner or degree with the performance or services required under the Agreement.

B. The Contractor further represents and warrants that it has complied with, and, during the term of this Agreement, will continue to comply with, and that this Agreement complies with all applicable provisions of the Governmental Conduct Act, Chapter 10, Article 16 NMSA 1978.

C. Contractor's representations and warranties in Paragraphs A and B of this Article 12 are material representations of fact upon which the City relied when this Agreement was entered into by the parties. Contractor shall provide immediate written notice to the City if, at any time during the term of this Agreement, Contractor learns that Contractor's representations and warranties in Paragraphs A and B of this Article 12 were erroneous on the effective date of this Agreement or have become erroneous by reason of new or changed circumstances. If it is later determined that Contractor's representations and warranties in Paragraphs A and B of this Article 12 were erroneous on the effective date of this Agreement or have become erroneous by reason of new or changed circumstances, in addition to other remedies available to the City and notwithstanding anything in the Agreement to the contrary, the City may immediately terminate the Agreement.

D. All terms defined in the Governmental Conduct Act have the same meaning in this section.

14. **Amendment.**

A. This Agreement shall not be altered, changed or amended except by instrument in writing executed by the parties hereto and all other required signatories.

B. If the City proposes an amendment to the Agreement to unilaterally reduce funding due to budget or other considerations, the Contractor shall, within thirty (30) days of receipt of the proposed Amendment, have the option to terminate the Agreement, pursuant to the termination provisions as set forth in Article 4 herein, or to agree to the reduced funding.

15. **Entire Agreement.**

This Agreement, together with any other documents incorporated herein by reference and all related Exhibits and Schedules constitutes the sole and entire agreement of the Parties with respect to the subject matter of this Agreement, and supersedes all prior and contemporaneous understandings, agreements, representations, and warranties, both written and oral, with respect to the subject matter. In the event of any inconsistency between the statements in the body of this Agreement, and the related Exhibits and Schedules, the statements in the body of this Agreement shall control.

16. **Penalties for violation of law.**

The Procurement Code, Sections 13-1-28 through 13-1-199, NMSA 1978, imposes civil and criminal penalties for its violation. In addition, the New Mexico criminal statutes impose felony penalties for illegal bribes, gratuities and kickbacks.

17. **Equal Opportunity Compliance.**

The Contractor agrees to abide by all federal and state laws and rules and regulations, and Santa Fe City Code, pertaining to equal employment opportunity. In accordance with all such laws of the State of New Mexico, the Contractor assures that no person in the United States shall, on the grounds of race, religion, color, national origin, ancestry, sex, age, physical or mental handicap, or serious medical condition, spousal affiliation, sexual orientation or gender identity, be excluded from employment with or participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity performed under this Agreement. If Contractor is found not to be in compliance with these requirements during the life of this Agreement, Contractor agrees to take appropriate steps to correct these deficiencies.

18. **Applicable Law.**

The laws of the State of New Mexico shall govern this Agreement, without giving effect to its choice of law provisions. Venue shall be proper only in a New Mexico court of competent jurisdiction in accordance with NMSA 1978, sec. 38-3-2. By execution of this Agreement, Contractor acknowledges and agrees to the jurisdiction of the courts of the State of New Mexico over any and all lawsuits arising under or out of any term of this Agreement.

19. **Workers Compensation.**

The Contractor agrees to comply with state laws and rules applicable to workers compensation benefits for its employees. If the Contractor fails to comply with the Workers Compensation Act and applicable rules when required to do so, this Agreement may be terminated by the City.

20. **Professional Liability Insurance.**

Contractor shall maintain professional liability insurance throughout the term of this Agreement providing a minimum coverage in the amount required under the New Mexico Tort Claims Act. The Contractor shall furnish the City with proof of insurance of Contractor's compliance with the provisions of this section as a condition prior to performing services under this Agreement.

21. **Other Insurance**

If the services contemplated under this Agreement will be performed on or in City facilities or property, Contractor shall maintain in force during the entire term of this Agreement, the following insurance coverage(s), naming the City as additional insured.

A. **Commercial General Liability** insurance shall be written on an occurrence basis and be a broad as ISO Form CG 00 01 with limits of $2,000,000 per occurrence and $2,000,000 in the aggregate for claims against bodily injury, personal and advertising injury, and property damage. Said policy shall include broad form Contractual Liability coverage and be endorsed to include the City of Santa Fe their officials, officers, employees, and agents as additional insureds.

B. **Business Automobile Liability** insurance for all owned, non-owned automobiles, with a combined single limit not less than $1,000,000 per accident.

C. Contractor shall procure and maintain all insurance required by applicable laws and shall provide the coverages and limits referenced herein. The insurance listed herein shall be considered a minimum requirement and is not intended to limit Contractor's indemnification obligations under this Agreement.

D. Contractor shall maintain the above insurance for the term of this Agreement and include the City as an additional insured and provide for 30 days cancellation notice on any Certificate of Insurance form furnished by Contractor. Such certificate shall also specifically state the coverage provided under the policy is primary over any other valid and collectible insurance and provide a waiver of subrogation.

22. **Records and Financial Audit.**

The Contractor shall maintain detailed time and expenditure records that indicate the date; time, nature and cost of services rendered during the Agreement's term and effect and retain them for a period of three (3) years from the date of final payment under this Agreement. The records shall be subject to inspection by the City. The City shall have the right to audit billings both before and after payment. Payment under this Agreement shall not foreclose the right of the City to recover excessive or illegal payments.

23. **Indemnification.**

The Contractor shall defend, indemnify and hold harmless the City from all actions, proceeding, claims, demands, costs, damages, attorneys' fees and all other liabilities and expenses of any kind from any source which may arise out of the performance of this Agreement, caused by the negligent act or failure to act of the Contractor, its officers, employees, servants, subcontractors or agents, or if caused by the actions of any client of the Contractor resulting in injury or damage to persons or property during the time when the Contractor or any officer, agent, employee, servant or subcontractor thereof has or is performing services pursuant to this Agreement. In the event that any action, suit or proceeding related to the services performed by the Contractor or any officer, agent, employee, servant or subcontractor under this Agreement is brought against the Contractor, the Contractor shall, as soon as practicable but no later than two (2) days after it receives notice thereof, notify the legal counsel of the City.

24. **New Mexico Tort Claims Act**

Any liability incurred by the City of Santa Fe in connection with this Agreement is subject to the immunities and limitations of the New Mexico Tort Claims Act, Section 41-4-1, et. seq. NMSA 1978, as amended. The City and its "public employees" as defined in the New Mexico Tort Claims Act, do not waive sovereign immunity, do not waive any defense and do not waive any limitation of liability pursuant to law. No provision in this Agreement modifies or waives any provision of the New Mexico Tort Claims Act.

25. **Invalid Term or Condition.**

If any term or condition of this Agreement shall be held invalid or unenforceable, the remainder of this Agreement shall not be affected and shall be valid and enforceable.

26. **Enforcement of Agreement.**

A party's failure to require strict performance of any provision of this Agreement shall not waive or diminish that party's right thereafter to demand strict compliance with that or any other provision. No waiver by a party of any of its rights under this Agreement shall be effective unless express and in writing, and no effective waiver by a party of any of its rights shall be effective to waive any other rights.

27. **Notices.**

Any notice required to be given to either party by this Agreement shall be in writing and shall be delivered in person, by courier service or by U.S. mail, either first class or certified, return receipt requested, postage prepaid, as follows:

To the City:
Jonna Leigh Stack
City of Santa Fe Water Division
801 W. San Mateo
Santa Fe, NM 87515

To the Contractor:

John Sikora, P.E., D.WRE, CFM
Principal Water Resources Engineer
DCS US West Water Business Unit
804 Colorado Ave, Suite 201
Glenwood Springs, CO 81601
john.sikora@aecom.com

28. Authority.

If Contractor is other than a natural person, the individual(s) signing this Agreement on behalf of Contractor represents and warrants that he or she has the power and authority to bind Contractor, and that no further action, resolution, or approval from Contractor is necessary to enter into a binding contract.

29. Merger.

This Agreement incorporates all the Agreements, covenants and understandings between the parties hereto concerning the subject matter hereof, and all such covenants, Agreements and understandings have been merged into this written Agreement. No prior Agreement or understanding, oral or otherwise, of the parties or their agents shall be valid or enforceable unless embodied in this Agreement.

30. Non-Collusion.

In signing this Agreement, the Contractor certifies the Contractor has not, either directly or indirectly, entered into action in restraint of free competitive bidding in connection with this offer submitted to the City's Chief Procurement Officer.

31. Default/Breach.

In case of Default and/or Breach by the Contractor, for any reason whatsoever, the City may procure the goods or services from another source and hold the Contractor responsible for any resulting excess costs and/or damages, including but not limited to, direct damages, indirect damages, consequential damages, special damages and the City may also seek all other remedies under the terms of this Agreement and under law or equity.

32. Equitable Remedies.

The Contractor acknowledges that its failure to comply with any provision of this Agreement will cause the City irrevocable harm and that a remedy at law for such a failure would be an inadequate remedy for the City, and the Contractor consents to the City 's obtaining from a court of competent jurisdiction, specific performance, or injunction, or any other equitable relief in order to enforce such compliance. The City's rights to obtain equitable relief pursuant to this Agreement shall be in addition to, and not in lieu of, any other remedy that the City may have under applicable law, including, but not limited to, monetary damages.

33. **Default and Force Majeure.**

The City reserves the right to cancel all or any part of any orders placed under this Agreement without cost to the City, if the Contractor fails to meet the provisions of this Agreement and, except as otherwise provided herein, to hold the Contractor liable for any excess cost occasioned by the City due to the Contractor's default. The Contractor shall not be liable for any excess costs if failure to perform the order arises out of causes beyond the control and without the fault or negligence of the Contractor; such causes include, but are not restricted to, acts of God or the public enemy, acts of the State or Federal Government, fires, floods, epidemics, quarantine restrictions, strikes, freight embargoes, unusually severe weather and defaults of subcontractors due to any of the above, unless the City shall determine that the supplies or services to be furnished by the subcontractor were obtainable from other sources in sufficient time to permit the Contractor to meet the required delivery scheduled. The rights and remedies of the City provided in this Clause shall not be exclusive and are in addition to any other rights now being provided by law or under this Agreement.

34. **City Data/Information.**

City shall furnish information and technical data in City's possession or under its control reasonably required for Contractor's proper performance of the engineering services, which are the subject of this Agreement prior to Contractor's commencement of the work or at such other times as City and Contractor mutually agree. Contractor is entitled and will rely upon the accuracy, completeness, currency and non-infringement of information and data provided by Client or obtained from generally accepted sources within the industry, except to the extent such verification by Contractor may be expressly required as a defined part of the services. Contractor will not be responsible for defects in its services attributable to its reliance upon or use of such information and data.

IN WITNESS WHEREOF, the Parties have executed this Agreement as of the date of the signature by the required approval authorities below.

CITY OF SANTA FE:

ALAN WEBBER, MAYOR

DATE: Aug 14, 2023

CONTRACTOR:

NAME: John Sikora, P.E., D.WRE, CFM

TITLE: AECOM Principal Water Resources Engineer

CRS# 02450666004

Registration # 22960 7

DATE: 6/15/23

ATTEST:

KRISTINE BUSTOS MIHELCIC, CITY CLERK

GB MTG 08/09/2023 XIV

CITY ATTORNEY'S OFFICE

Marcos Martinez
Marcos Martinez (Jun 7, 2023 15:43 MDT)

SENIOR ASSISTANT CITY ATTORNEY

APPROVED FOR FINANCES:

Emily K. Oster
Emily K. Oster (Aug 14, 2023 18:03 MDT)

EMILY OSTER, FINANCE DIRECTOR

Org. Name/Org#.

City of Santa Fe, New Mexico
Memorandum

DATE: June 23, 2023

TO: Governing Body
Finance Committee
Public Works and Utilities Committee

VIA: John Dupuis, Public Utilities Department Director JD
Jesse Roach, Santa Fe Water Division Director JR

FROM: Jonna Leigh Stack, Project Administrator JLS

ITEM AND ISSUE:

Santa Fe Water Division Request for Approval of the four-year on-call engineering services Professional Services Agreement with AECOM Technical Services Inc. for Capital Improvements Program (CIP) projects in the amount of $3,249,375; Request for Approval of a BAR/Increase from the Water Enterprise Fund Cash Balance in the amount of $3,249,375. Jonna Leigh Stack, jlstack@santafenm.gov, 505-955-4206

BACKGROUND AND SUMMARY:

The Santa Fe Water Division (WD) solicited proposals through a competitive bid process for an engineering firm to assist the WD with dam engineering and safety, geotechnical engineering, and with other engineering expertise to assist the WD in meeting CIP goals. The WD reviewed AECOM's proposal in response to the posted Request for Proposals and determined AECOM met all of the WD's needs. AECOM was the only engineering firm to provide a proposal for consideration and the WD finds it unnecessary to repost a solicitation as our experience with AECOM, and the proposal, both show this engineering firm provides exceptional work.

The WD has over $100 million worth of CIP projects planned over the next five years. This level of expenditure is considerably higher than previous five-year periods due to several large projects including rehabilitation of our two watershed reservoir dams, and design and construction of the San Juan Chama Return Project Pipeline. Support from on-call engineering firms has been critical to the success of the WD, and will be especially critical over the proposed contract term. On-call engineering firms provide important expertise and support including the following.

- engineering design and critical third party review throughout CIP project lifecycles
- water and wastewater treatment process analysis and engineering
- water resource management and studies
- support in permitting, compliance, and litigation
- general utility management and engineering support
- construction and project management.

AECOM will perform professional engineering services on an as-needed, task-order driven basis as directed and managed by a City Utility Department representative.

PROCUREMENT METHOD:

RFP 23/51/P, On-call Engineering Services for Water Dams and Geotechnical Expertise

CONTRACT NUMBER:

Munis contract number is 3204146

FUNDING SOURCE: On call engineering PL# WTR1950501

Fund Name/Number: Water Enterprise Fund/500
Munis Org Name/Number: 5050395
Munis Object Name/Number: 572960

ACTION REQUESTED:

The Public Utilities Department respectfully requests your review and approval of the PSA with AECOM for on-call engineering technical services in the amount of $3,249,375 and approval of a BAR/Increase from the Water Enterprise Fund Cash Balance in the amount of $3,249,375.

City of Santa Fe

Summary of Contract, Agreement, Amendment & Lease

All applicable fields to be completed by department (complete 1.b only if you are processing an amendment):

1.a Munis Contract:_____ Procurement # (RFP/ITB# If any): 23/51/P

Contractor: AECOM Technical Services Inc.

Procurement Method: *Small Purchase* ☐ *RFP* ☑ *ITB* ☐ *Sole Source* ☐ *GSA* ☐ *Cooperative* ☐ Exempt ☐

Description/Title: The City's Wastewater Division is looking to procure professional services for the design and construction phases for the Nichols and McClure Reservoirs and Dams.

Contract: ☒ Agreement: ☐ Lease/Rent: ☐ Amendment: ☐

Term Start Date: July 1, 2023 Term End Date: June 30, 2028 Total Contract Amount: $3,249,375

☐ Approved by Council *(If over the City Manager's approval threshold, you must go through GB)* _____

Contract / Lease:

1.b Amendment #:_____ to the Original Contract/Lease # _____

Increase/(Decrease) Amount $: _____

Extend Expiration Date to: _____

☐ Approved by Council *(If the original went through GB, all amendments must go through GB regardless of the amendment reason)* Date:_____

Amendment is for:

---

2. HISTORY of Contract, Amendments & Lease / Rent - Please Elaborate (option: attach spreadsheet if multiple amendments)

3. Procurement History:_____

JoAnn Lovato Montaño
JoAnn Lovato Montaño (Jul 10, 2023 08:59 MDT)

Purchasing Officer Review: Jul 10, 2023 Date:

Comment & Exceptions: awarded via RFP

4. Funding Source: water enterprise fund 500 **Org / Object:** 5050395,572970

Andy Hopkins
Andy Hopkins (Jul 7, 2023 14:53 MDT)

Budget Officer Approval: Jul 7, 2023 Date:

Comment & Exceptions:_____

5. Grant History (if applicable):_____

Grants Administrator Approval:_____ **Date** _____

Staff Contact who Completed This Form: Jessica Chavez Phone #: 505.819.8411

To be recorded by City Clerk:
Clerk #_____
Date of Execution: _____

Email: jjchavez@santafenm.gov

ITT Representative (attesting that all information is reviewed) Title Date

CITY OF SANTA FE PROCUREMENT CHECKLIST

Contractor Name: AECOM Technical Services Inc

Procurement Title: RFP 23/51/P

Procurement Method: State Price Agreement ☐ Cooperative ☐ Sole Source ☐ Other ☐

Exempt ☐ Request For Proposal (RFP) ☒ Invitation To Bid (ITB) ☐ Contract under 60K ☐ Contract over 60K ☐

Department Requesting WasteWater Division Staff Name John Del Mar

Procurement Requirements:

A procurement file shall be maintained for all contracts, regardless of the method of procurement. The procurement file shall contain the basis on which the award is made, all submitted bids, all evaluation materials, score sheets, quotations and all other documentation related to or prepared in conjunction with evaluation, negotiation, and the award process. The procurement shall contain a written determination from the Requesting Department, signed by the purchasing officer, setting forth the reasoning for the contract award decision before submitting to the Committees.

REQUIRED DOCUMENTS FOR APPROVAL BY PURCHASING*

YES	N/A	
☑	☐	Approved Procurement Checklist (by Purchasing)
☑	☐	Memo addressed to City Manager (under 60K) Committees/City Council (over 60K)
☐	☑	State Price Agreement
☑	☐	RFP
☑	☐	Evaluation Committee Report
☐	☑	ITB
☐	☑	Bib Tab
☐	☑	Quotes (3 valid current quotes)
☐	☑	Cooperative Agreement
☐	☑	Sole Source Request and Determination Form
☐	☑	Contractors Exempt Letter
☐	☑	Purchasing Officers approval for exempt procurement
☐	☑	BAR
☐	☑	FIR
☑	☐	Executed Contract, Agreement or Amendment
☑	☐	Current Business Registration and CRS numbers on contract or agreement
☑	☐	Summary of Contracts and Agreements form
☑	☐	Certificate of Insurance
☑	☐	All documentation presented to Committees
☐	☐	Other:

John Del Mar Engineer 06/15/2023

Department Rep Printed Name (attesting that all information included) Title Date

JoAnn Lovato Montaño (Jul 10, 2023 08:59 MDT)

Contracts Supervisor Jul 10, 2023

Purchasing Officer (attesting that all information is reviewed) Title Date

ITT Representative (attesting that all information is reviewed) Title Date

Include all other substantive documents and records of communication that pertain to the procurement and contract.

Log # *{Finance use only}*:	
Batch # *{Finance use only}*:	

City of Santa Fe, New Mexico
BUDGET AMENDMENT RESOLUTION (BAR)

DEPARTMENT / DIVISION NAME	DATE
PUD/Water/CIP	6/23/2023

ITEM DESCRIPTION	ORG	OBJECT	PROJECT	INCREASE	DECREASE
EXPENDITURES				*{enter as positive #}*	*{enter as negative #}*
Professional Services	5050395	572960	WTR190501	3,249,375	
Cash Balance for FY 25					
				3,249,375	
REVENUES				*{enter as negative #}*	*{enter as positive #}*
JUSTIFICATION: *(use additional page if needed)* --Attach supporting documentation/memo				$ 3,249,375	$ -

On Call engineering services for Water Dams and Geotechnical Expertise

{Complete section below if BAR results in a net change to ANY Fund}

Fund(s) Affected	Fund Balance Increase/(Decrease)
500	(3,249,375)
TOTAL:	**(3,249,375)**

Jessica Chavez — 4/6/2023
Prepared By *{print name}* — Date

Division Director Signature *{optional}* — Date

John Dennis (Jun 29, 2023 23:18 MDT)
Department Director Signature — Date

{Use this form for Finance Committee/ City Council agenda items ONLY}

CITY COUNCIL APPROVAL

City Council Approval Date

Agenda Item #.

Andy Hopkins — Jul 7, 2023
Andy Hopkins (Jul 7, 2023 14:53 MDT)
Budget Officer — Date

Finance Director *{≤ $5,000}* — Date

City Manager *{≤ $60,000}* — Date

ACORD

CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY)
06/09/2023

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must have ADDITIONAL INSURED provisions or be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

PRODUCER Marsh Risk & Insurance Services CA License #0437153 633 W. Fifth Street, Suite 1200 Los Angeles, CA 90071 Attn: LosAngeles.CertRequest@Marsh.Com CN101348564-STND-GAUE-23-24 04 2024	CONTACT NAME: Marsh | U.S. Operations PHONE (A/C, No, Ext): 866-986-4564 FAX (A/C, No): 212-948-0633 E-MAIL ADDRESS: LosAngeles.CertRequest@marsh.com

INSURER(S) AFFORDING COVERAGE	NAIC #
INSURER A : ACE American Insurance Company	22667
INSURER B : N/A	N/A
INSURER C : Illinois Union Insurance Co	27960
INSURER D : SEE ACORD 101	
INSURER E :	
INSURER F :	

INSURED
AECOM
AECOM Technical Services, Inc.
7595 East Technology Way
Denver, CO 80237

COVERAGES **CERTIFICATE NUMBER:** LOS-002694814-01 **REVISION NUMBER:**

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDL INSD	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS		
A	X COMMERCIAL GENERAL LIABILITY CLAIMS-MADE X OCCUR GEN'L AGGREGATE LIMIT APPLIES PER X POLICY PRO-JECT LOC OTHER			HDO G47334275	04/01/2023	04/01/2024	EACH OCCURRENCE DAMAGE TO RENTED PREMISES (Ea occurrence) MED EXP (Any one person) PERSONAL & ADV INJURY GENERAL AGGREGATE PRODUCTS - COMP/OP AGG	$ $ $ $ $ $	2,000,000 2,000,000 5,000 2,000,000 2,000,000 2,000,000
A	AUTOMOBILE LIABILITY X ANY AUTO OWNED AUTOS ONLY HIRED AUTOS ONLY SCHEDULED AUTOS NON-OWNED AUTOS ONLY			ISA H10735531	04/01/2023	04/01/2024	COMBINED SINGLE LIMIT (Ea accident) BODILY INJURY (Per person) BODILY INJURY (Per accident) PROPERTY DAMAGE (Per accident)	$ $ $ $	1,000,000
	UMBRELLA LIAB EXCESS LIAB DED RETENTION $						EACH OCCURRENCE AGGREGATE	$ $	
D	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in NH) Y / N N If yes, describe under DESCRIPTION OF OPERATIONS below	N / A		SEE ACORD 101	04/01/2023	04/01/2024	X PER STATUTE OTH-ER E.L. EACH ACCIDENT E.L. DISEASE - EA EMPLOYEE E.L. DISEASE - POLICY LIMIT	$ $ $	2,000,000 2,000,000 2,000,000
C	ARCHITECTS & ENG. PROFESSIONAL LIAB.			EON G21654863 005 "CLAIMS MADE"	04/01/2023	04/01/2024	Per Claim/Agg Defense Included		2,000,000

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)
Re: AECOM Project # On Call 60703093; City of Santa Fe Water On Call RFP 23-59-P; For RFP/RFQ Purposes.

City of Santa Fe their officials, officers, employees, and agents are named as additional insured for GL & AL coverages, but only as respects work performed by or on behalf of the named insured and where required by written contract.

CERTIFICATE HOLDER

City of Santa Fe, New Mexico
200 Lincoln Avenue
Santa Fe, NM 87501

CANCELLATION

SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.

AUTHORIZED REPRESENTATIVE

Marsh Risk & Insurance Services

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City of Santa Fe
Treasury Department
200 Lincoln Ave.
Santa Fe, New Mexico 87504-0909
505-955-6551

BUSINESS REGISTRATION

Business Name: AECOM TECHNICAL SERVICES INC
DBA: AECOM TECHNICAL SERVICES INC

Business Location: 150 WASHINGTON AVE
SANTA FE , NM 87501

CRS Number: 02450666004

Owner: AECOM TECHNICAL SERVICES INC

License Number: 229607

License Type: Business License - Renewable

Issued Date: February 23, 2023

Classification: Business Registration - Standard

Expiration Date: February 23, 2024

Fees Paid: $35.00

AECOM TECHNICAL SERVICES INC
4840 COX RD
GLEN ALLEN, VA 23060

THIS IS NOT A CONSTRUCTION PERMIT OR SIGN PERMIT. APPROPRIATE PERMITS MUST BE OBTAINED FROM THE CITY OF SANTA FE BUILDING PERMIT DIVISION PRIOR TO COMMENCEMENT OF ANY CONSTRUCTION OR THE INSTALLATION OF ANY EXTERIOR SIGN.

THIS REGISTRATION/LICENSE IS NOT TRANSFERRABLE TO OTHER BUSINESSES OR PREMISES.

TO BE POSTED IN A CONSPICUOUS PLACE

Ver. 16 2/7/2020

Signature: 

Email: jdroach@santafenm.gov

AECOM Technologies Inc Packet

Final Audit Report 2023-06-30

Created:	2023-06-23
By:	Jessica Chavez (jjchavez@ci.santa-fe.nm.us)
Status:	Signed
Transaction ID:	CBJCHBCAABAAvEOqRLrxKNPojP7nvEKyKaNuXArcWMAz

"AECOM Technologies Inc Packet" History

Document created by Jessica Chavez (jjchavez@ci.santa-fe.nm.us)
2023-06-23 - 10:16:25 PM GMT- IP address: 63.232.20.2

Document emailed to Jonna Stack (jlstack@santafenm.gov) for signature
2023-06-23 - 10:18:31 PM GMT

Email viewed by Jonna Stack (jlstack@santafenm.gov)
2023-06-23 - 10:18:47 PM GMT- IP address: 104.47.64.254

Signer Jonna Stack (jlstack@santafenm.gov) entered name at signing as Jonna Leigh Stack
2023-06-23 - 10:23:52 PM GMT- IP address: 75.161.227.209

Document e-signed by Jonna Leigh Stack (jlstack@santafenm.gov)
Signature Date: 2023-06-23 - 10:23:54 PM GMT - Time Source: server- IP address: 75.161.227.209

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Email viewed by Jesse Roach (jdroach@santafenm.gov)
2023-06-23 - 10:46:56 PM GMT- IP address: 104.47.64.254

Document e-signed by Jesse Roach (jdroach@santafenm.gov)
Signature Date: 2023-06-23 - 10:47:50 PM GMT - Time Source: server- IP address: 63.232.20.2

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2023-06-23 - 10:47:51 PM GMT

Email viewed by jedupuis@santafenm.gov
2023-06-25 - 11:04:00 AM GMT- IP address: 174.244.81.82

Email viewed by jedupuis@santafenm.gov
2023-06-30 - 5:16:39 AM GMT- IP address: 73.26.153.70

Powered by Adobe Acrobat Sign

Signer jedupuis@santafenm.gov entered name at signing as John Dupuis
2023-06-30 - 5:18:24 AM GMT- IP address: 73.26.153.70

Document e-signed by John Dupuis (jedupuis@santafenm.gov)
Signature Date: 2023-06-30 - 5:18:26 AM GMT - Time Source: server- IP address: 73.26.153.70

Agreement completed.
2023-06-30 - 5:18:26 AM GMT

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Adobe
Acrobat Sign

GB 550 AECOM

Final Audit Report 2023-07-10

Created:	2023-07-07
By:	Jimmy Tapia (jptapia@ci.santa-fe.nm.us)
Status:	Signed
Transaction ID:	CBJCHBCAABAAQuJLW_XbKgAewI5T4KNap98NopFVs25U

"GB 550 AECOM" History

Document created by Jimmy Tapia (jptapia@ci.santa-fe.nm.us)
2023-07-07 - 7:35:36 PM GMT- IP address: 63.232.20.2

Document emailed to Andy Hopkins (ajhopkins@santafenm.gov) for signature
2023-07-07 - 7:39:26 PM GMT

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2023-07-07 - 8:52:15 PM GMT- IP address: 104.47.65.254

Document e-signed by Andy Hopkins (ajhopkins@santafenm.gov)
Signature Date: 2023-07-07 - 8:53:10 PM GMT - Time Source: server- IP address: 63.232.20.2

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2023-07-07 - 8:53:14 PM GMT

Email viewed by JoAnn Lovato (jdlovato@santafenm.gov)
2023-07-10 - 2:46:09 PM GMT- IP address: 104.47.65.254

Signer JoAnn Lovato (jdlovato@santafenm.gov) entered name at signing as JoAnn Lovato Montaño
2023-07-10 - 2:59:13 PM GMT- IP address: 63.232.20.2

Document e-signed by JoAnn Lovato Montaño (jdlovato@santafenm.gov)
Signature Date: 2023-07-10 - 2:59:15 PM GMT - Time Source: server- IP address: 63.232.20.2

Agreement completed.
2023-07-10 - 2:59:15 PM GMT

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CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY): 04/07/2025

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must have ADDITIONAL INSURED provisions or be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

PRODUCER
Marsh Risk & Insurance Services
CA License #0437153
633 W. Fifth Street, Suite 1200
Los Angeles, CA 90071
Attn: LosAngeles.CertRequest@Marsh.Com

CN101348564-STND-GAUE-25-26 08 2027

CONTACT NAME: Marsh | U.S. Operations
PHONE (A/C, No, Ext): 866-966-4664 **FAX (A/C, No):** 212-948-0533
E-MAIL ADDRESS: LosAngeles.CertRequest@marsh.com

INSURER(S) AFFORDING COVERAGE	NAIC #
INSURER A : ACE American Insurance Company	22667
INSURER B : N/A	N/A
INSURER C : Illinois Union Insurance Co	27960
INSURER D :	
INSURER E :	
INSURER F :	

INSURED
AECOM
AECOM Technical Services, Inc.
7595 Technology Way, Suite 200
Denver, CO 80237

COVERAGES **CERTIFICATE NUMBER:** LOS-002777470-04 **REVISION NUMBER:**

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDL INSD	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS	
A	X **COMMERCIAL GENERAL LIABILITY** CLAIMS-MADE X OCCUR GEN'L AGGREGATE LIMIT APPLIES PER: X POLICY PRO-JECT LOC OTHER:			HDO G48971714	04/01/2025	04/01/2026	EACH OCCURRENCE DAMAGE TO RENTED PREMISES (Ea occurrence) MED EXP (Any one person) PERSONAL & ADV INJURY GENERAL AGGREGATE PRODUCTS - COMP/OP AGG	$ 2,000,000 $ 2,000,000 $ 5,000 $ 2,000,000 $ 2,000,000 $ 2,000,000
A	**AUTOMOBILE LIABILITY** X ANY AUTO OWNED AUTOS ONLY SCHEDULED AUTOS HIRED AUTOS ONLY NON-OWNED AUTOS ONLY			ISA H11370494	04/01/2025	04/01/2026	COMBINED SINGLE LIMIT (Ea accident) BODILY INJURY (Per person) BODILY INJURY (Per accident) PROPERTY DAMAGE (Per accident)	$ 1,000,000 $ $ $
	UMBRELLA LIAB OCCUR **EXCESS LIAB** CLAIMS-MADE DED RETENTION $						EACH OCCURRENCE AGGREGATE	$ $
A A	**WORKERS COMPENSATION AND EMPLOYERS' LIABILITY** ANYPROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? **(Mandatory in NH)** Y / N: N If yes, describe under DESCRIPTION OF OPERATIONS below	N / A		WLR C72792300 (AOS) SCF C72792312 (WI Retro)	04/01/2025 04/01/2025	04/01/2026 04/01/2026	X PER STATUTE OTH-ER E.L. EACH ACCIDENT E.L. DISEASE - EA EMPLOYEE E.L. DISEASE - POLICY LIMIT	 $ 2,000,000 $ 2,000,000 $ 2,000,000
C	ARCHITECTS & ENG. PROFESSIONAL LIAB.			EON G21654693 005 "CLAIMS MADE"	04/01/2025	04/01/2026	Per Claim/Agg Defense Included	2,000,000

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)

RE: AECOM Project No: 04191978.2067. Client Ref No: 3204146. City of Santa Fe Water On-Call Contract 3204146 (previous COI issued as reference: AECOM Project # On Call 60703093, City of Santa Fe Water On Call RFP 23-59-P.

City of Santa Fe, their officials, officers, employees and agents are named as additional insured for GL & AL coverages, but only as respects work performed by or on behalf of the named insured and where required by written contract.

CERTIFICATE HOLDER

City of Santa Fe, New Mexico
City of Santa Fe Water Division
801 W. San Mateo
Santa Fe, NM 87505

CANCELLATION

SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.

AUTHORIZED REPRESENTATIVE

Marsh Risk & Insurance Services

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CITY OF SANTA FE

The Purchasing Memo

Date: April 3, 2025

To: Governing Body and Finance Committee and Quality of Life Committee

From: Julie Sanchez, Youth and Family Services Division Director JULIE SANCHEZ , 2025 15:23 MDT)

Via: Henri Hammond-Paul, Community Health and Safety Department Director

Subject: Approval of Grant Agreement from the State of New Mexico's Department of Health in the amount of $818,387.10 for a coordinated community response to community violence to include but not limited to youth violence and gun violence. (Julie Sanchez, Youth and Family Services Division Director; jjsanchez@santafenm.gov)

Request for Approval of a Budget Amendment Resolution (BAR) to Budget $818,387.00 into FY25 Revenue and Expenses for a coordinated community response to community violence. (Julie Sanchez, Youth and Family Services Division Director; jjsanchez@santafenm.gov)

ITEM AND ISSUE:

Request f or Approval of Grant Agreement from the State of New Mexico's Department of Health in the Amount of $818,387.10 for a Coordinated Community Response to Community Violence to Include but not Limited to Youth Violence and Gun Violence. (Julie Sanchez, Youth and Family Services Division Director; jjsanchez@santaf enm.gov)

1.Request f or Approval of a Budget Amendment Resolution (BAR) to Budget $818,387.10 into FY25 Revenue and Expenses for a Coordinated Community Response to Community Violence.

BACKGROUND AND SUMMARY:

The City of Santa Fe Youth and Family Services Division in collaboration with Santa Fe County Community Services Department and the Santa Fe Police Department applied for and received a grant from the State of New Mexico's Department of Health for $818,387.10 as part of our coordinated response to community and youth violence. All reimbursement requests must be made by June 30, 2026.

PRIOR APPROVALS AND SUPPORTING INFORMATION:

FUNDING SOURCE:

Fund Name/Number: [Juvenile Justice Fund/223]

Munis Org Name/Number: [Juvenile Justice/2230123]

Munis Object Name/Number: [Grants and Services/510400] [Other Consulting/510340]

Budget Officer / Designee: Andy Hopkins **Date:** Apr 4, 2025

Budget Officer Comment/Exceptions: -

ASSOCIATED APPROVALS:

IT Components included? ☐ **Yes** | ☒ **No**

Approval: _____ **Title:** _____ **Date:** _____

Comment/Exceptions: _____

Vehicles included? ☐ **Yes** | ☒ **No**

Approval: _____ **Title:** _____ **Date:** _____

Comment/Exceptions: _____

Construction to City Facilities, Furniture, and/or Fixtures included? ☐ **Yes** | ☒ **No**

Approval: _____ **Title:** _____ **Date:** _____

Comment/Exceptions: _____

Is this an externally funded purchase? ☐ **Yes** | ☒ **No**

If yes, what is the issuing agency: _____

Approval: _____ **Title:** _____ **Date:** _____

Comment/Exceptions: _____

Is this a Capital Asset or Project? ☐ **Yes** | ☒ **No**

Project Ledger Number: _____

Approval: _____ **Title:** _____ **Date:** _____

Comment/Exceptions: _____

ATTACHMENTS:

Grant agreement
Budget Amendment Resolution (BAR)
Project Ledger

Log # *{Finance use only}*:	
Journal # *{Finance use only}*:	

City of Santa Fe, New Mexico
BUDGET AMENDMENT RESOLUTION (BAR)

DEPARTMENT / DIVISION NAME	DATE
Community Health and Safety/Youth & Family	4/3/2025

ITEM DESCRIPTION	ORG	OBJECT	PROJECT	INCREASE	DECREASE
EXPENDITURES				*{enter as positive #}*	*{enter as negative #}*
Grants and Services	2230123	510400	YFD2522302	404,437.00	
Software (Non-Exempt)	2230315	570850	POL2522303	354,000.00	
Other Consulting	2230123	510340	YFD2522302	60,000.00	
REVENUES				*{enter as negative #}*	*{enter as positive #}*
NM Department of Health - Violence Intervention Fund - Communtiy Health and Safety Department - Youth and Family Division Portion	2230123	490180	YFD2522302	(464,437)	
NM Department of Health - Violence Intervention Fund - Santa Fe Police Department Portion	2230315	490180	POL2522303	(354,000)	
				$ -	$ -

JUSTIFICATION: *(use additional page if needed)*
–Attach supporting documentation/memo

NM DOH Violence Intervention Grant for Communtiy Based Contracts and Police Department Gun Violence Technology.

{Complete section below if BAR results in a net change to ANY Fund}

Fund(s) Affected	Fund Balance Increase/(Decrease)
TOTAL:	**0**

Marcella Apodaca — 4/3/2025
Prepared By *{print name}* — Date

JULIE SANCHEZ (Apr 3, 2025 15:23 MDT) — Apr 3, 2025
Division Director Signature *{optional}* — Date

Apr 3, 2025
Department Director Signature — Date

{Use this form for Finance Committee/ City Council agenda items ONLY}

CITY COUNCIL APPROVAL

City Council Approval Date

Agenda Item #:

Andy Hopkins — Apr 4, 2025
Budget Officer — Date

Finance Director *{≤ $5,000}* — Date

City Manager *{≤ $60,000}* — Date

City of Santa Fe New Mexico

Finance Department

Project Ledger Request Form

Date of Request: 02/19/2025

Project Title: NMDOH - Violence Intervention Grant

Project Type: ☐ CIP ☑ Grant ☐ Internal Tracking

Project ID: POL2522303

Grant ID: S2560

Approved By: Erika Lujan (Apr 2, 2025 07:08 MDT)

CT (Finance Use Only)

Department: Police/SFPD Project Manager: AM BOWEN Ext: 6678

Project Date Range: 2/20/25 to 06/30/2025 ☐ Create Fixed Asset

---

☑ Multi-Funding (complete all funding sources, should equal 100%)

Funding Source: NMDOH IGA 25.665.2011.00001.00 % of Funding: 43

MUNIS ORG: 2230315 MUNIS OBJ: 490180 Awarded Amount: 354000.00

Funding Source: _____ % of Funding: _____

MUNIS ORG: _____ MUNIS OBJ: _____ Awarded Amount: _____

Expense String Phase:

A project must have at least one phase identified, this can be used as an additional level of tracking, for example, CIP - Design, Construction, etc. For Grants can be used as reimbursable types, such as transportation, salaries.

(You can create more than one phase and you can default MUNIS ORGs and OBJs, optional)

Phase: software MUNIS ORG: 2230315 MUNIS OBJ: 570850

Grants Only (list all grants if applicable): **(GRANT ALSO TIED TO PROJ. YFD2522302-464287.00)**

Grantor Name: NMDOH IGA 25.665.2011.00001.00 Awarded Amount: 818,387.10

AR Charge Code: 2230315.490180 ☑ Grant funds multiple projects (Complete a form for each project)

Grantor Id: 700003 Federal CFDA (if applicable): N/A

Grantor Name: _____ Awarded Amount: _____

AR Charge Code: _____ ☐ Grant funds multiple projects (Complete a form for each project)

Grantor Id: _____ Federal CFDA (if applicable): _____

(If grants please provide all grant award documents with form) ☑ Attached Grant Documentation

City of Santa Fe New Mexico

Finance Department

Project Ledger Request Form

Date of Request: 02/19/2025

Project Title: NMDOH - Violence Intervention Grant

Project Type: ☐ CIP ☑ Grant ☐ Internal Tracking

Project ID: YFD2522302

Grant ID: S2560

Approved By: Erika Lujan (Apr 2, 2025 07:09 MT)

CT (Finance Use Only)

Department: Comm. Health and Safety Project Manager: Julie Sanchez Ext: 6678

Project Date Range: 2/20/25 to 06/30/2025 ☐ Create Fixed Asset

---

☑ Multi-Funding (complete all funding sources, should equal 100%)

Funding Source: NMDOH IGA 25.665.2011.00001.00 % of Funding: 57

MUNIS ORG: 2230123 MUNIS OBJ: 490180 Awarded Amount: $464,387.00

Funding Source: _____ % of Funding: _____

MUNIS ORG: _____ MUNIS OBJ: _____ Awarded Amount: _____

Expense String Phase:

A project must have at least one phase identified, this can be used as an additional level of tracking, for example, CIP - Design, Construction, etc. For Grants can be used as reimbursable types, such as transportation, salaries.

(You can create more than one phase and you can default MUNIS ORGs and OBJs, optional)

Phase: GRANTS/SVCS & OTH CNSLTNG MUNIS ORG: 2230123 MUNIS OBJ: 510400/510340

Grants Only (list all grants if applicable): (GRANT ALSO FUND PROJ: POL2522303-354000.00)

Grantor Name: NMDOH IGA 25.665.2011.00001.00 Awarded Amount: 818,387.10

AR Charge Code: 2230123.490180 ☑ Grant funds multiple projects (Complete a form for each project)

Grantor Id: 700003 Federal CFDA (if applicable): N/A

Grantor Name: _____ Awarded Amount: _____

AR Charge Code: _____ ☑ Grant funds multiple projects (Complete a form for each project)

Grantor Id: _____ Federal CFDA (if applicable): _____

(If grants please provide all grant award documents with form) ☑ Attached Grant Documentation

STATE OF NEW MEXICO
DEPARTMENT OF HEALTH
INTERGOVERNMENTAL AGREEMENT

THIS AGREEMENT is made and entered into by and between the State of New Mexico, **DEPARTMENT OF HEALTH**, hereinafter referred to as the "Agency," and **CITY OF SANTA FE**, hereinafter referred to as the "Contractor," and is effective as of the date set forth below upon which it is executed by the Agency.

WHEREAS, the Agency is the State agency and desires to engage and the contractor is willing to provide the services outlined pursuant to Article II - Scope of Work.

NOW THEREFORE, the Agency and the Contractor in consideration of mutual covenants and agreements herein contained, do hereby agree as follows:

ARTICLE I. Term of Agreement

THIS AGREEMENT SHALL BECOME EFFECTIVE ON THE DATE UPON WHICH IT IS EXECUTED BY THE AGENCY SECRETARY OR DESIGNEE. This Agreement shall terminate **June 30, 2025**, unless terminated pursuant to Article VI (Termination of Agreement), or Article XXII (Appropriations).

ARTICLE II. Scope of Work

The Contractor shall provide the program of services as set forth in the scope of work which is attached hereto as "**Attachment 1 – Scope of Work**" and incorporated herein by reference, unless Attachment 1 is amended or this agreement is terminated pursuant to Article VI (Termination of Agreement), or Article XXII (Appropriations), infra. In consideration for the provision of those services, the Agency agrees to purchase and the Contractor agrees to perform the services identified in the scope of work.

ARTICLE III. Limitation of Cost

The total amount of the monies payable to the Contractor under this Agreement shall not exceed **$818,387.10** The annual budget is attached hereto as "**Attachment 2 – Budget**" and incorporated herein by reference.

ARTICLE IV. Payment

The Agency shall make monthly payments to the Contractor for services and costs specified in **Attachment 2 - Budget**. The Contractor shall submit certified and documented invoices and vouchers monthly for actual work performed and expenses incurred to the Agency. The Contractor's failure to submit such payment vouchers, invoices, and supporting documentation within fifteen (15) days after they are due may result in the non-availability of funds for payment and/or the denial of payment by the Agency.

ARTICLE V. Return of Funds

Upon termination of this Agreement, or after the services provided for herein have been rendered, surplus money, if any, shall be returned by the Contractor to the Agency.

ARTICLE VI. Termination of Agreement

A. Grounds. The Agency may terminate this Agreement for convenience or cause. The Contractor may only terminate this Agreement based upon the Agency's uncured, material breach of this Agreement.

B. Notice; Agency Opportunity to Cure.

1. Except as otherwise provided in Article (VI)(B)(3), the Agency shall give Contractor written notice of termination at least thirty (30) days prior to the intended date of termination.

2. Contractor shall give Agency written notice of termination at least thirty (30) days prior to the intended date of termination, which notice shall (i) identify all the Agency's material breaches of this Agreement upon which the termination is based and (ii) state what the Agency must do to cure such material breaches. Contractor's notice of termination shall only be effective (i) if the Agency does not cure all material breaches within the thirty (30) day notice period or (ii) in the case of material breaches that cannot be cured within thirty (30) days, the Agency does not, within the thirty (30) day notice period, notify the Contractor of its intent to cure and begin with due diligence to cure the material breach.

3. Notwithstanding the foregoing, this Agreement may be terminated immediately upon written notice to the Contractor (i) if the Contractor becomes unable to perform the services contracted for, as determined by the Agency; (ii) if, during the term of this Agreement, the Contractor is suspended or debarred by the State Purchasing Agent; or (iii) the Agreement is terminated pursuant to Article XXII, "Appropriations", of this Agreement.

C. Liability. Except as otherwise expressly allowed or provided under this Agreement, the Agency's sole liability upon termination shall be to pay for acceptable work performed prior to the Contractor's receipt or issuance of a notice of termination; provided, however, that a notice of termination shall not nullify or otherwise affect either party's liability for pre-termination defaults under or breaches of this Agreement. The Contractor shall submit an invoice for such work within thirty (30) days of receiving or sending the notice of termination. *THIS PROVISION IS NOT EXCLUSIVE AND DOES NOT WAIVE THE AGENCY'S OTHER LEGAL RIGHTS AND REMEDIES CAUSED BY THE CONTRACTOR'S DEFAULT/BREACH OF THIS AGREEMENT.*

D. Termination Management. Immediately upon receipt by either the Agency or the Contractor of notice of termination of this Agreement, the Contractor shall: 1) not incur any further obligations for salaries, services or any other expenditure of funds under this Agreement without written approval of the Agency; 2) comply with all directives issued by the Agency in the notice of termination as to the performance of work under this Agreement; and 3) take such action as the Agency shall direct for the protection, preservation, retention or transfer of all property titled to the Agency and records generated under this Agreement. Any non-expendable personal property or equipment provided to or purchased by the Contractor with contract funds shall become

property of the Agency upon termination and shall be submitted to the Agency as soon as practicable.

ARTICLE VII. Funds Accountability

The parties shall provide for strict accountability of all monies made subject to this Agreement. The Contractor shall maintain fiscal records, follow generally accepted accounting principles, and account for all receipts and disbursements of funds transferred to the Contractor pursuant to this Agreement. The Contractor will include all monies made subject to this Agreement in the annual audit and will provide the Agency with a copy of the annual audit.

ARTICLE VIII. Maintenance of Records

The Contractor shall maintain detailed expenditure records that indicate the date, nature and cost of services rendered during the Agreement's term and effect and retain them for a period of three (3) years from the date of final payment under this Agreement. The records shall be subject to inspection by the Agency, the New Mexico Department of Finance and Administration and the New Mexico State Auditor. The Agency shall have the right to audit billings both before and after payment. Payment under this Agreement shall not foreclose the right of the Agency to recover excessive or illegal payments.

ARTICLE IX. Confidentiality

A. Any confidential information provided to or developed by the Contractor in the performance of this Agreement shall be kept confidential and shall not be made available to any individual or organization by the Contractor without the prior written approval of the Agency.

ARTICLE X. Amendments

A. This Agreement shall not be altered, changed or amended except by instrument in writing executed by the parties hereto and all other required signatories.

B. If the Agency proposes an amendment to the Agreement to unilaterally reduce funding due to budget or other considerations, the Contractor shall, within thirty (30) days of receipt of the proposed Amendment, have the option to terminate the Agreement, pursuant to the termination provisions as set forth in Article VI herein, or to agree to the reduced funding.

ARTICLE XI. Assignment

The Contractor shall not assign or transfer any interest in this Agreement or assign any claims for money due or to become due under this Agreement without the prior written approval of the Agency.

ARTICLE XII. Applicable Law

The laws of the State of New Mexico shall govern this Agreement, without giving effect to its choice of law provisions. Venue shall be proper only in a New Mexico court of competent jurisdiction in accordance with Section 38-3-1 (G) NMSA 1978. By execution of this Agreement, Contractor acknowledges and agrees to the exclusive jurisdiction of the courts of the State of New Mexico over any and all lawsuits arising under or out of any term of this Agreement.

ARTICLE XIII. Acquisition of Property

The parties agree that neither party shall acquire any property as the result of this Agreement, unless approved by the Agency or defined in the scope of work.

ARTICLE XIV. Liability

Each party shall be solely responsible for fiscal or other sanctions occasioned as a result of its own violation or alleged violation of requirements applicable to the performance of the Agreement. Each party shall be liable for its actions according to this Agreement subject to the immunities and limitations of the New Mexico Tort Claims Act, Sections 41-4-1, et. seq., NMSA 1978, as amended.

ARTICLE XV. Execution of Documents

The Agency and the Contractor agree to execute any document(s) necessary to implement the terms of this Agreement.

ARTICLE XVI. Sub-Contracts

The Contractor shall not subcontract any portion of the services to be performed under this Agreement without the prior written approval by the Agency Secretary or Designee. No such subcontract shall relieve the primary Contractor from any obligations and liabilities under this Agreement, nor shall subcontract obligate direct payment from the Agency. Contractor must notify subcontractors that they are subject to Article VIII - Maintenance of Records of this agreement.

ARTICLE XVII. Equal Opportunity Compliance

The Contractor agrees to abide by all federal and state laws, rules and regulations, and executive orders of the Governor of the State of New Mexico, pertaining to equal employment opportunity. In accordance with all such laws of the State of New Mexico, the Contractor assures that no person in the United States shall, on the grounds of race, religion, color, national origin, ancestry, sex, age, physical or mental handicap, or serious medical condition, spousal affiliation, sexual orientation or gender identity, be excluded from employment with or participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity performed under this Agreement. If Contractor is found not to be in compliance with these requirements during the life of this Agreement, Contractor agrees to take appropriate steps to correct these deficiencies.

ARTICLE XVIII. Workers' Compensation

The Contractor agrees to comply with state laws and rules applicable to workers' compensation benefits for its employees. If the Contractor fails to comply with the Workers' Compensation Act and applicable rules when required to do so, this Agreement may be terminated by the Agency.

ARTICLE XIX. Appropriations

The terms of this Agreement are contingent upon sufficient appropriations and authorization being made by the Legislature of New Mexico for the performance of this Agreement. If sufficient appropriations and authorization are not made by the Legislature, this Agreement shall terminate immediately upon written notice being given by the Agency to the Contractor. The Agency's decision as to whether sufficient appropriations are available shall be accepted by the Contractor and shall be final. If the Agency proposes an amendment to the Agreement to unilaterally reduce funding, the Contractor shall have the option to terminate the Agreement or to agree to the reduced funding, within thirty (30) days of receipt of the proposed amendment.

THIS SECTION IS INTENTIONALLY LEFT BLANK

IN WITNESS WHEREOF, the Agency and the Contractor have caused this Agreement to be executed, said Agreement to become effective as of the date set forth below upon which it is executed by Agency Secretary or Designee.

Contractor –

_____ Date: _____
Authorized Signatory

_____
Printed Title of Authorized Signatory

_____ Date: _____
Legal Counsel, Contractor, if applicable

Agency – DEPARTMENT OF HEALTH

_____ Date: _____
Secretary or Designee, DOH

_____ Date: _____
Chief Financial Officer, DOH

Approved as to legal form and sufficiency.

_____ Date: _____
Office of General Counsel, DOH

Attachment 1 – Scope of Work

The Contractor shall perform the following work:

Per CH56-HB68-2022 Violence Intervention Program Act, the Grantee, The City of Santa Fe, in collaboration with Santa Fe County, have identified the creation of a coordinated community response to community violence to include but not limited to youth violence and gun violence. This Violence Prevention Program is a Public Health approach that will aim to support, educate and engage youth that are at high risk of being perpetrators or victims of youth violence, or gun violence. Direct program participants are youth and young adults up to age 24 who are on parole, are suspected of a firearms assault, or have experienced gun violence. Intergenerational healing programs include families and caregivers of impacted youth and young adults. Youth violence interruption goals are to increase supportive services; train community-based partners in restorative justice best practices; deliver culturally responsive, trauma-informed, strengths-focused case management; and cultivate economic stability and economic justice for program participants. Violence Interruption coordinates with community partners, in a multisectoral partnership, to reimagine community safety with strong preventative measures that amplifies the voices of those impacted by gun violence.

The Violence Prevention Unit (VPU) is currently housed in the City of Santa Fe, the unit will collaborate with key community stakeholders—Santa Fe County, County and City Law Enforcement, Juvenile Probation and Parole Officers (JPPO), Public Defenders, local nonprofits (such as Gerard's House, YouthWorks and others), public and charter schools, and the District Attorney's office—to identify youth and young adults who are at the highest risk for victimization or retaliation due to their involvement in cycles of violence. By working together, these agencies will combine their expertise and data to select individuals who are most vulnerable to becoming embroiled in gun violence or aggravated assault. Funding will be sub-granted to local organizations who work with youth ages 11-24 that are involved in or at risk of being involved in gun violence.

Recognizing that certain populations, particularly those from systemically marginalized or historically underserved communities, are disproportionately impacted by gun violence and aggravated assault. Therefore, the VPU is intentional with partnering with community organizations that have deep ties to these populations, ensuring that the voices and perspectives of those directly affected by violence are heard and integrated into the development of strategies. Participants will participate in CONNECT, a coordinated care network run jointly by the City and County of Santa Fe. Spanning 60 supportive programs at local organizations, CONNECT network navigators are linked through a shared technology platform whereby they send and receive secure electronic referrals, address residents' social needs, and improve individual and community health.

A. Grantee will implement a VIP to include:
    1) clearly defined, measurable objectives of the program to improve public health and safety through evidence-based violence reduction interventions;
    2) a comprehensive violence reduction strategic plan, including consistent quality improvement and quality assurance measures, and a description of the strategies and tasks developed; describing the goals of the plan, including community-based

services or joint community-based services and law enforcement intervention strategies;

3) Per CH56-HB68-2022 Violence Intervention Program Act, Grantee is required to use at least fifty percent of its grant for the purpose of entering into agreements with one or more community-based service providers in the locally focused geographic area in which the grant funds would be used;
4) Per CH56-HB68-2022 Violence Intervention Program Act, Grantee shall report to the appropriate criminal justice coordinating council established pursuant to Section 31-28-3 NMSA 1978 regarding outcomes of the grant;
5) Per CH56-HB68-2022 Violence Intervention Program Act, a final report for FY25 is due to the NMDOH no later than November 1, 2025. At a minimum the final report shall include: (1) purpose and amount of this FY25 grant received by the grantee; and (2) processes, outputs and outcomes resulting from this FY25 grant, including relevant data as required by department rules.

THIS SECTION IS INTENTIONALLY LEFT BLANK

Attachment 2 – Budget

The total amount of this agreement shall not exceed $818,387.10.

Per diem and mileage, and other miscellaneous expenses, will be paid in accordance with the Department of Finance and Administration (DFA) Rule 2.42.2 NMAC.

Task Description	Deliverable	Budget	Due Date
I. Project administration contract	Quarterly report of completed contractual project administration.	Not to exceed $60,000.00	I. Invoice @ $30,000.00 per quarter not to exceed quantity of 2. Quarter 1 (January, February & March). Due no later than 4/10/25 Quarter 2 (April, May & June) Due no later than 7/10/25
II. Increase gun violence detection and response infrastructure and technology through receipt of technical assistance for implementation of purchased	Proof of purchase and any technical assistance received.	Not to exceed $354,000.00	II. Invoice @ $354,000.00 upon receipt of purchase. Due no later than 7/10/25

gunshot detection technology.			
III. Community-based service provider(s) partnerships	Narrative report detailing partnerships implemented with community-based service provider(s).	Not to exceed $404,437.10	III. Invoice @ $404,437.10 not to exceed quantity of 1. Report due no later than July 10, 2025
Total Budget		**$818,387.10**	

Funding Information:
06101 General Funds

THIS SECTION IS INTENTIONALLY LEFT BLANK

DoH Grant Memo and BAR Packet

Final Audit Report 2025-04-03

Created:	2025-04-03
By:	Marcella Apodaca (maapodaca1@santafenm.gov)
Status:	Canceled / Declined
Transaction ID:	CBJCHBCAABAASpbWtIRVHVU8858Laz6-sAnBByCmi-Ck

"DoH Grant Memo and BAR Packet" History

Document created by Marcella Apodaca (maapodaca1@santafenm.gov)
2025-04-03 - 9:13:19 PM GMT- IP address: 63.232.20.2

Document emailed to JULIE SANCHEZ (jjsanchez@santafenm.gov) for signature
2025-04-03 - 9:16:21 PM GMT

Email viewed by JULIE SANCHEZ (jjsanchez@santafenm.gov)
2025-04-03 - 9:23:03 PM GMT- IP address: 104.47.64.254

Document e-signed by JULIE SANCHEZ (jjsanchez@santafenm.gov)
Signature Date: 2025-04-03 - 9:23:11 PM GMT - Time Source: server- IP address: 63.232.20.2

Document emailed to HENRI HAMMOND-PAUL (hmhammondpaul@santafenm.gov) for signature
2025-04-03 - 9:23:13 PM GMT

Email viewed by HENRI HAMMOND-PAUL (hmhammondpaul@santafenm.gov)
2025-04-03 - 9:23:47 PM GMT- IP address: 104.47.65.254

Document e-signed by HENRI HAMMOND-PAUL (hmhammondpaul@santafenm.gov)
Signature Date: 2025-04-03 - 9:23:59 PM GMT - Time Source: server- IP address: 63.232.20.2

Document emailed to ajhopkins@santafenm.gov ajhopkins@santafenm.gov (ajhopkins@santafenm.gov) for signature
2025-04-03 - 9:24:00 PM GMT

Email viewed by ajhopkins@santafenm.gov ajhopkins@santafenm.gov (ajhopkins@santafenm.gov)
2025-04-03 - 10:39:19 PM GMT- IP address: 104.47.64.254

Document declined by ajhopkins@santafenm.gov ajhopkins@santafenm.gov (ajhopkins@santafenm.gov)
Decline reason: AGAIN - the portion of the grant that's going into 2230315 expenditures needs to be matched by revenue going into org 2230315. We cannot have the $354K of revenue going into one Department/Org (2230123) and the expenditures going into a different Department (2230315). Please update the 2nd revenue line to org 2230315, OR change the expenditures so all of them are in org 2230123, the way all the revenue is going.

Powered by Adobe Acrobat Sign

2025-04-03 - 10:42:25 PM GMT- IP address: 63.232.20.2

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Adobe
Acrobat Sign

CITY OF SANTA FE

Date: March 25, 2025

To: Governing Body

Via: Regina Wheeler
Regina Wheeler (Mar 25, 2025 10:48 MDT)
Regina Wheeler, Public Works Department Director

From: Romella Glorioso-Moss, PhD, CPM, AICP

Subject: Construction of Agua Fria-Cottonwood Intersection Improvements Project

Vendor Name: GM Emulsion

Vendor Number: 3882

ACTION:
Approval of a Construction Contract with GM Emulsion, LLC in the Total Amount of $3,314,913.68 Including NMGRT for the Construction of S100370 Agua Fria and Cottonwood Drive Intersection Improvements Project. (Romella Glorioso-Moss, Complete Streets Capital Project Manager; rsglorioso-moss@santafenm.gov)

BACKGROUND AND SUMMARY:
The bid for construction of Agua Fria and Cottonwood Drive Intersection Improvements Project was put out on July 18, 2024 via ITB# 24091. Bid opening was held digitally on September 26, 2024. Three bids were submitted but there were only two responsive bidders, of which GM Emulsion, LLC was the lowest at $3,314,913.68 including NMGRT. Souder Miller and Associates, the project's Engineer of Record recommended to award the contract to GM Emulsion, which was approved by NMDOT on October 18, 2024, as required by the grant funding for the project. Construction of this project is 100% funded by the Federal Highway Safety Improvement Program.

GM Emulsion's Scope of Work consists of, but is not limited to, the construction of a roundabout, reconstruction of concrete curb and gutter, full pavement reconstruction, permanent signing and striping, pedestrian improvements, roundabout lighting and utility relocations/adjustments as described in the Contract Documents. Construction could start as soon as the GM Emulsion's contract is approved and is expected to last for 1.5 years, depending on the weather.

ATTACHMENTS:

Construction Contract
Santa Fe Business License
Certificate of Liability Insurance
Letter of Recommendation to Award
Notice of Award

PROCUREMENT METHOD:
The procurement method is via ITB# 24091.

Chief Procurement Officer Approval: _____ **Date:** 04/04/2025
Comment/Exceptions: _____

Supporting Information:

CONTRACT NUMBER:
The FY25 Munis contract number is TBD.
The FY25 Project ledger number is ST2433002-CONSTRUC-Fees.

$$$$$ SOURCE/REVENUE: ☒Expense ☐Revenue

The funding source is: NM Department of Transportation D19946
Fund Name/Number: Streets/330
Munis Org Name/Number: Streets/3309980
Munis Object Name/Number: WIP Construction/572970

If the project is grant funded? List grant award number: D19946

Grant Manager / Accounting Officer Approval: Erika Lujan
Erika Lujan (Apr 7, 2025 13:45 MDT) **Date:**
Comment/Exceptions: _____

Project Ledger #: ST2433002-CONSTRUC-Fees

Budget Officer Approval: Andy Hopkins **Date:** 04/07/2025
Comment/Exceptions: _____

CAPITAL ASSET (will this procurement result in a tangible item that costs more than $5,000?):

☒Yes | ☐ No

 # (if known): _____

Repair or Replacement of Existing Equipment:

☐Yes | ☒ No
If yes -> ☐Repair | ☐ Replacement

Please explain: _____

Capital Project:
(New and improvement projects that are going to cost $10,000 or more)

☒ **Yes |** ☐ **No**

Project Ledger #: ST2433002-CONSTRUC-Fees

Anticipated length of project: 1.5 years

Asset Manager Approval: Josie Bolden **Date:** 04/07/2025
Comment/Exceptions:

Department Approvals:
IT Components: ☐ **Yes |** ☒ **No**
Vehicles: ☐ **Yes |** ☒ **No**
Facilities, Furniture, Fixtures, Equipment: ☐ **Yes |** ☒ **No**

Approval: **Title:** **Date:**
Approval: **Title:** **Date:**
Comment & Exceptions:

Department Contract Administrator Contact Info:
Amanda Archuleta, ajarchuleta@santafenm.gov, 505-955-6631

Halona Crowe
Reviewed by Halona Crowe

Item #: _____
Munis Contract #: _____
ITB #: 24091

CITY OF SANTA FE

CONSTRUCTION CONTRACT

THIS CONTRACT is made and entered into by and between the City of Santa Fe, New Mexico, hereinafter referred to as the "City," and **GM Emulsion, LLC.,** hereinafter referred to as the "Contractor," and is effective as of the date set forth below upon which it is executed by the Parties.

RECITALS

WHEREAS, the City, through its Governing Body, is authorized to enter into a construction Contract for the project; and

WHEREAS, the City has procured this Contract according to the established State and Local Purchasing procedures for contracts of the type and amount; and

The City and the Contractor hereby agree as follows:

1. Scope of Work

A. The Contractor shall perform the following work:

The Contractor shall perform all the work required by the Contract Documents for S100370 Agua Fria and Cottonwood Drive Intersection Improvements (Bid Number 24091).

The work designated as S100370 Agua Fria and Cottonwood Drive Intersection Improvements Project consists of but is not limited to the construction of a roundabout, reconstruction of concrete curb and gutter, full pavement reconstruction, permanent signing and striping, pedestrian improvements, roundabout lighting and utility relocations/adjustments as described in the Contract Documents.

The Contractor shall be responsible for verifications of all conditions, measurements, and dimensions for bidding.

The Contractor shall be responsible for all permits, fees, and State inspections associated with the construction.

B. Project: S100370 Agua Fria and Cottonwood Drive Intersection Improvements

C. City Department: Public Works

D. Distribution:

City	Romella Glorioso-Moss, Complete Streets Capital Projects Manager
Contractor	Gabriel Martinez, GM Emulsion, LLC.

Engineers Carlos Romo, PE, Souder Miller and Associates
Matthew Nighbert, PE, Souder Miller and Associates
Christopher Perea, PE, Wilson and Co., Inc.

2. **Compensation**

A. The City shall pay to the Contractor in full payment for services satisfactorily performed **Three Million Sixty-Four Thousand Forty-Five Dollars** ($3,064,045.00) based upon deliverables for progress payments, such compensation not to exceed ($3,064,045.00), excluding gross receipts tax. The New Mexico gross receipts tax levied on the amounts payable under this Contract shall be paid by the City to the Contractor, as follows:

The Unit Bid Contract Total is determined as follows:

Base Bid	$ 3,064,045.00
Gross Receipts Tax (8.1875%)	$ 250,868.68
Base Bid plus NMGRT	$ 3,314,913.68

The total amount payable to the Contractor under this Contract, including Alternates (if needed) gross receipts tax and expenses, shall not exceed $3,314,913.68. This amount is a maximum and not a guarantee that the work assigned to be performed by Contractor under this Contract shall equal the amount stated herein. The parties do not intend for the Contractor to continue to provide services without compensation when the total compensation amount is reached. Contractor is responsible for notifying the City when the services provided under this Contract reach the total compensation amount. In no event will the Contractor be paid for services provided in excess of the total compensation amount without this Contract being amended in writing prior to those services in excess of the total compensation amount being provided.

B. Payment is subject to availability of funds pursuant to the Appropriations Paragraph set forth below and to any negotiations between the parties from year to year pursuant to Paragraph 1, Scope of Work, and to approval by the City. All invoices MUST BE received by the City no later than thirty 30) days after the termination of the Fiscal Year in which the services were delivered. Invoices received after such date WILL NOT BE PAID.

C. Contractor must submit a detailed statement accounting for all services performed and expenses incurred. If the City finds that the services are not acceptable, within thirty days after the date of receipt of written notice from the Contractor that payment is requested, it shall provide the Contractor a letter of exception explaining the defect or objection to the services, and outlining steps the Contractor may take to provide remedial action. Upon certification by the City that the services have been received and accepted, payment shall be tendered to the Contractor within twenty-one days after the date of acceptance. If payment is made by mail, the payment shall be deemed tendered on the date it is postmarked. .

D. If the City fails to pay the contractor within twenty-one days after receipt of an undisputed request for payment, the City shall pay interest to the contractor beginning on the twenty-second day after payment was due, computed at one and one-half percent of the undisputed amount per month or fraction of a month until the payment is issued. If the City receives an improperly completed invoice, the City shall notify the

sender of the invoice within seven days of receipt in what way the invoice is improperly completed, and the owner has no further duty to pay on the improperly completed invoice until it is resubmitted as complete.

E. **Notice of Extended Payment Provision for Grant Funded Contracts**. This contract allows the City to make payment within 45 days after submission of an undisputed request for payment for contracts funded by grant money consistent with NMSA 1978, sec. 57-28-5(B).

3. Term

THIS CONTRACT SHALL NOT BECOME EFFECTIVE UNTIL APPROVED IN WRITING BY THE CITY. This contract shall terminate **two (2) years from date of final signature**. The City reserves the right to renew this contract on an annual basis by mutual agreement not to exceed a total of ten (10) years in accordance with NMSA 1978, Sections 13-1-150 through 152.

4. Termination

A. Grounds. The City may terminate this Contract for convenience or cause. For contracts within their authority, the City Manager or their designee is authorized to provide the notice of termination, otherwise such notice of termination shall be provided by the Mayor or their designee as authorized by the Governing Body. The Contractor may only terminate this Contract based upon the City's uncured, material breach of this Contract.

B. Notice; City Opportunity to Cure.

1) Except as otherwise provided in Paragraphs 7.A and 17, the City shall give Contractor written notice of termination at least thirty (30) days prior to the intended date of termination.

2) Contractor shall give City written notice of termination at least thirty (30) days prior to the intended date of termination, which notice shall (i) identify all the City's material breaches of this Contract upon which the termination is based and (ii) state what the City must do to cure such material breaches. Contractor's notice of termination shall only be effective (i) if the City does not cure all material breaches within the thirty (30) day notice period or (ii) in the case of material breaches that cannot be cured within thirty (30) days, the City does not, within the thirty (30) day notice period, notify the Contractor of its intent to cure and begin with due diligence to cure the material breach.

3) Notwithstanding the foregoing, this Contract may be terminated immediately upon written notice to the Contractor (i) if the Contractor becomes unable to perform the services contracted for, as determined by the City; (ii) if, during the term of this Contract, the Contractor is suspended or debarred by the City; or (iii) the Contract is terminated pursuant to Paragraph 5, "Appropriations," of this Contract.

C. Liability. Except as otherwise expressly allowed or provided under this Contract, the City's sole liability upon termination shall be to pay for acceptable work performed prior to the Contractor's receipt or issuance of a notice of termination; provided, however, that a notice of termination shall not nullify or otherwise affect either party's liability for pre-termination defaults under or breaches of this Contract. The Contractor shall submit an invoice for such work within thirty (30) days of receiving or sending the notice of termination. *THIS PROVISION IS NOT EXCLUSIVE AND DOES NOT WAIVE THE CITY'S OTHER LEGAL RIGHTS AND REMEDIES CAUSED BY THE CONTRACTOR'S DEFAULT/BREACH OF THIS CONTRACT.*

5. Appropriations

The terms of this Contract are contingent upon sufficient appropriations and authorization being made by the Governing Body for the performance of this Contract. If sufficient appropriations and authorization are not made by the Governing Body, this Contract shall terminate immediately upon written notice being given by the City to the Contractor. The City's decision as to whether sufficient appropriations are available shall be accepted by the Contractor and shall be final. If the City proposes an amendment to the Contract to unilaterally reduce funding, the Contractor shall have the option to terminate the Contract or to agree to the reduced funding, within thirty (30) days of receipt of the proposed amendment.

6. Status of Contractor

The Contractor and its agents and employees are independent contractors performing construction services for the City and are not employees of the City. The Contractor and its agents and employees shall not accrue leave, retirement, insurance, bonding, use of City vehicles, or any other benefits afforded to employees of the City as a result of this Contract. The Contractor acknowledges that all sums received hereunder are reportable by the Contractor for tax purposes, including without limitation, self-employment and business income tax. The Contractor agrees not to purport to bind the City unless the Contractor has express written authority to do so, and then only within the strict limits of that authority.

7. Construction Contract Performance and Payment Bond

A. When a construction contract is awarded in excess of twenty-five thousand dollars ($25,000), the following bonds or security shall be delivered to the City and shall become binding on the parties upon the execution of the contract. If the Contractor fails to deliver the required performance and payment bonds, the Contractor's bid shall be rejected, its bid security shall be enforced to the extent of actual damages. Award of the contract shall be made pursuant to the Procurement Code in the following manner:

(1) a performance bond satisfactory to the City, executed by a surety company authorized to do business in this state and said surety to be approved in federal circular 570 as published by the United States treasury department or the state board of finance or the local governing authority, in an amount equal to one hundred percent of the price specified in the contract; and

(2) a payment bond satisfactory to the City, executed by a surety company authorized to do business in this state and said surety to be approved in federal circular 570 as published by the United States treasury department or the state board of finance or the local governing authority, in an amount equal to one hundred percent of the price specified in the contract, for the protection of all persons supplying labor and material to the contractor or its subcontractors for the performance of the work provided for in the contract.

B. A subcontractor shall provide a performance and payment bond on a public works building project if the subcontractor's contract for work to be performed on a project is one hundred twenty-five thousand dollars ($125,000) or more.

8. Assignment

The Contractor shall not assign or transfer any interest in this Contract or assign any claims for money due or to become due under this Contract without the prior written approval of the City.

9. Subcontracting

The Contractor shall not subcontract any portion of the services to be performed under this Contract without the prior written approval of the City. No such subcontract shall relieve the primary Contractor from its obligations and liabilities under this Contract, nor shall any subcontract obligate direct payment from the City.

10. Release

Final payment of the amounts due under this Contract shall operate as a release of the City, its officers and employees from all liabilities, claims and obligations whatsoever arising from or under this Contract.

11. Confidentiality

Any confidential information provided to or developed by the Contractor in the performance of this Contract shall be kept confidential and shall not be made available to any individual or organization by the Contractor without the prior written approval of the City.

12. Product of Service -- Copyright

All materials developed or acquired by the Contractor under this Contract shall become the property of the City and shall be delivered to the City no later than the termination date of this Contract. Nothing developed or produced, in whole or in part, by the Contractor under this Contract shall be the subject of an application for copyright or other claim of ownership by or on behalf of the Contractor.

13. Conflict of Interest; Governmental Conduct Act

A. The Contractor represents and warrants that it presently has no interest and, during the term of this Contract, shall not acquire any interest, direct or indirect, which would conflict in any manner or degree with the performance or services required under the Contract.

B. The Contractor further represents and warrants that it has complied with, and, during the term of this Contract, will continue to comply with, and that this Contract complies with all applicable provisions of the Governmental Conduct Act, Chapter 10, Article 16 NMSA 1978.

C. Contractor's representations and warranties in Paragraphs A and B of this Article 12 are material representations of fact upon which the City relied when this Contract was entered into by the parties. Contractor shall provide immediate written notice to the City if, at any time during the term of this Contract, Contractor learns that Contractor's representations and warranties in Paragraphs A and B of this Article 12 were erroneous on the effective date of this Contract or have become erroneous by reason of new or changed circumstances. If it is later determined that Contractor's representations and warranties in Paragraphs A and B of this Article 12 were erroneous on the effective date of this Contract or have become erroneous by reason of new or changed circumstances, in addition to other remedies available to the City and notwithstanding anything in the Contract to the contrary, the City may immediately terminate the Contract.

D. All terms defined in the Governmental Conduct Act have the same meaning in this section.

14. Amendment

A. This Contract shall not be altered, changed or amended except by instrument in writing executed by the parties hereto and all other required signatories.

B. If the City proposes an amendment to the Contract to unilaterally reduce funding due to budget or other considerations, the Contractor shall, within thirty (30) days of receipt of the proposed Amendment, have the option to terminate the Contract, pursuant to the termination provisions as set forth in Article 4 herein, or to agree to the reduced funding.

15. Change Orders

A. Changes. The Contractor may only make changes or revisions within the Scope of Work as defined by Article 1 and/or Exhibit 1 after receipt of written approval by the City Manager or his/her designee. Such change may only be made to Tasks or Sub-Task as defined in the Scope of Work. Under no circumstance shall such change affect the:

1) Deliverable requirements, as outlined in the Scope of Work;
2) Due date of any Deliverable, as outlined in the Scope of Work;
3) Compensation of any Deliverable, as outlined in the Scope of Work;
4) Contract compensation, as outlined in Article 2; or
5) Contract termination, as outlined in Article 4.

B. Change Request Process. In the event that circumstances warrant a change to accomplish the Scope of Work as described above, a Change Request shall be submitted that meets the following criteria:

1) The Project Manager shall draft a written Change Request for review and approval by the City Manager to include:
   (a) the name of the person requesting the change;
   (b) a summary of the required change;
   (c) the start date for the change;
   (d) the reason and necessity for change;
   (e) the elements to be altered; and
   (f) the impact of the change.

2. The City Manager shall provide a written decision on the Change Request to the Contractor within a maximum of ten (10) Business Days of receipt of the Change Request. All decisions made by the City Manager are final. Change Requests, once approved, become a part of the Contract, and become binding as a part of the original Contract.

16. Merger

This Contract incorporates all the agreements, covenants, and understandings between the parties hereto concerning the subject matter hereof, and all such covenants, agreements and understandings have been merged into this written contract.

All terms and conditions of the ITB#24091 Construction of Agua Fria and Cottonwood Drive Intersection Improvements and the Contractor's response to such document(s) are incorporated herein by reference and is included in the order of precedence.

No prior Agreement or understanding, oral or otherwise, of the parties or their agents shall be valid or enforceable unless embodied in this Contract.

17. Penalties for violation of law

NMSA 1978, sections 13-1-28 through 13-1-199, imposes civil and criminal penalties for its violation. In addition, the New Mexico criminal statutes impose felony penalties for illegal bribes, gratuities and kickbacks.

18. Equal Opportunity Compliance

The Contractor agrees to abide by all federal and state laws and rules and regulations, and Santa Fe City Code, pertaining to equal employment opportunity. In accordance with all such laws of the State of New Mexico, the Contractor assures that no person in the United States shall, on the grounds of race, religion, color, national origin, ancestry, sex, age, physical or mental handicap, or serious medical condition, spousal affiliation, sexual orientation or gender identity, be excluded from employment with or participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity performed under this Contract. If Contractor is found not to be in compliance with these requirements during the life of this Contract, Contractor agrees to take appropriate steps to correct these deficiencies.

19. Applicable Law

The laws of the State of New Mexico shall govern this Contract, without giving effect to its choice of law provisions. Venue shall be proper only in a New Mexico court of competent jurisdiction in accordance with NMSA 1978, section 38-3-2. By execution of this Contract, Contractor acknowledges and agrees to the jurisdiction of the courts of the State of New Mexico over any and all lawsuits arising under or out of any term of this Contract.

20. Workers Compensation

The Contractor agrees to comply with state laws and rules applicable to workers compensation benefits for its employees. If the Contractor fails to comply with the Workers Compensation Act and applicable rules when required to do so, this Contract may be terminated by the City.

21. Other Insurance

If the services contemplated under this Contract will be performed on or in City facilities or property, Contractor shall maintain in force during the entire term of this Contract, the following insurance coverage(s), naming the City as additional insured.

A. **Commercial General Liability** insurance shall be written on an occurrence basis and be a broad as ISO Form CG 00 01 with limits not less than $2,000,000 per occurrence and $2,000,000 in the aggregate for claims against bodily injury, personal and advertising injury, and property damage. Said policy shall include broad form Contractual Liability coverage and be endorsed to name the City of Santa Fe their officials, officers, employees, and agents as additional insureds.

B. **Business Automobile Liability** insurance for all owned, non-owned automobiles, with a combined single limit not less than $1,000,000 per accident.

C. **Broader Coverage and Limits**. The insurance requirements under this Contract shall be the greater of (1) the minimum coverage and limits specified in this Contract, or (2) the broader coverage and maximum limits of coverage of any insurance policy or proceeds available to the Named Insured. It is agreed that these insurance requirements shall not in any way act to reduce coverage that is broader or that includes higher limits than the minimums required herein. No representation is made that the minimum insurance requirements of this Contract are sufficient to cover the obligations of Contractor hereunder.

D. Contractor shall maintain the above insurance for the term of this Contract and name the City as an additional insured and provide for 30 days cancellation notice on any Certificate of Insurance form furnished by Contractor. Such certificate shall also specifically state the coverage provided under the policy is primary over any other valid and collectible insurance and provide a waiver of subrogation.

22. Records and Financial Audit

The Contractor shall maintain detailed time and expenditure records that indicate the date; time, nature and cost of services rendered during the Contract's term and effect and retain them for a period of three (3) years from the date of final payment under this Contract. The records shall be subject to inspection by the City. The City shall have the right to audit billings both before and after payment. Payment under this Contract shall not foreclose the right of the City to recover excessive or illegal payments

23. Indemnification

The Contractor shall defend, indemnify and hold harmless the City from all actions, proceeding, claims, demands, costs, damages, attorneys' fees and all other liabilities and expenses of any kind from any source which may arise out of the performance of this Contract, caused by the negligent act or failure to act of the Contractor, its officers, employees, servants, subcontractors or agents, or if caused by the actions of any client of the Contractor resulting in injury or damage to persons or property during the time when the Contractor or any officer, agent, employee, servant or subcontractor thereof has or is performing services pursuant to this Contract. In the event that any action, suit or proceeding related to the services performed by the Contractor or any officer, agent, employee, servant or subcontractor under this Contract is brought against the Contractor, the Contractor shall, as soon as practicable but no later than two (2) days after it receives notice thereof, notify the legal counsel of the City.

24. New Mexico Tort Claims Act

Any liability incurred by the City of Santa Fe in connection with this Contract is subject to the immunities and limitations of the New Mexico Tort Claims Act, Section 41-4-1, et. seq. NMSA 1978, as amended. The City and its "public employees" as defined in the New Mexico Tort Claims Act, do not waive sovereign immunity, do not waive any defense and do not waive any limitation of liability pursuant to law. No provision in this Contract modifies or waives any provision of the New Mexico Tort Claims Act.

25. Invalid Term or Condition

If any term or condition of this Contract shall be held invalid or unenforceable, the remainder of this Contract shall not be affected and shall be valid and enforceable.

26. Enforcement of Contract

A party's failure to require strict performance of any provision of this Contract shall not waive or diminish that party's right thereafter to demand strict compliance with that or any other provision. No waiver by a party of any of its rights under this Contract shall be effective unless express and in writing, and no effective waiver by a party of any of its rights shall be effective to waive any other rights.

27. Notices

Any notice required to be given to either party by this Contract shall be in writing and shall be delivered in person, by courier service or by U.S. mail, either first class or certified, return receipt requested, postage prepaid, as follows:

To the City: Regina Wheeler, Public Works Department, City of Santa Fe, P.O. Box 909, Santa Fe, NM 87504-0909, rawheeler@santafenm.gov.

To the Contractor: Gabriel Martinez, GM Emulsion, LLC., 3935 Agua Fria Street, Santa Fe, NM 87507, gabriel@gmemulson.com.

28. Authority

If Contractor is other than a natural person, the individual(s) signing this Contract on behalf of Contractor represents and warrants that he or she has the power and authority to bind Contractor, and that no further action, resolution, or approval from Contractor is necessary to enter into a binding contract.

29. Progress Payments

Based upon Application for Payment submitted to the City by the Contractor and Certificates for Payment issued by the City, the City shall make progress payments on account of the Contract sum to the Contractor as provided in the Contract documents for the period ending the last day of the month as follows:

Not later than twenty-one (21) days following the end of the period covered by the Application for Payment, one hundred percent (100%) of the portion of the Contract Sum properly allocable to labor, materials, and equipment incorporated in the work and one hundred percent (100%) of the portion of the Contract sum properly allocable to materials and equipment suitably stored at the site or some other location agreed upon in writing for the period covered by the Application for Payment, less the aggregate of previous payments made by the City; and upon substantial completion of the entire work, a sum sufficient to increase the total payments to one hundred percent (100%) of the Contract sum, less such amounts as the City shall determine for all incomplete work and unsettled claims as provided in the Contract documents.

30. Liquidated Damages

Should the Contractor neglect, refuse, or otherwise fail to complete the work within the Contract Time for Physical Completion or any extension in the Contract thereof, the Contractor agrees to pay the City the amount specified in section 108.8 Liquidated Damages in the 2014 Edition (NMDOT SSHBC), per consecutive calendar day that passes until Physical Completion and acceptance or until voided pursuant to the provisions of the General Conditions of the Contract, not as a penalty, but as liquidated damages for such breach of the Contract.

31. Final Payment

Final payment, constituting the entire unpaid balance of the Contract sum, unless it is a disputed payment, shall be paid by the City to the Contractor within twenty-one (21) calendar days, after all deficiencies to the Contract document that were noted during the Substantial Completion Inspection and listed on the attachment to the Certificate of Substantial Completion have been corrected, and provided the Contract has been fully performed and a final Certificate for Payment has been issued by the City. In addition, the Contractor shall provide to the City a certified statement of Release of Lien (AIA Document G706A or approved form), Consent of Surety, Warranty from Prime Contractor, Warranties from Suppliers and Manufacturers, training sessions, equipment/operating manuals, and as-built drawings.

32. Schedule

The Contractor shall, within five (5) days after the effective date of Notice to Proceed, prepare and submit a progress schedule covering project operations for the 30-day Contract period. This progress schedule shall be of the type generally referred to as a Critical Path Method (CPM), Critical Path Schedule (CPS), and Critical Path

Analysis (CPA), and other similar designations. The CPM shall be used to control the timing and sequences of the project. All work shall be done in accordance with the CPM Planning and Scheduling. A written statement of explanation shall be submitted with the progress schedule. All costs incurred by the contractor to implement the CPM shall be borne by the Contractor and are part of their Contract.

33. General and Special Provisions

A. Terms used in this Contract which are defined in the Conditions of the Contract shall have the meanings designated in those Conditions.

B. An enumeration of the Contractor's General Comprehensive Liability Insurance requirements appears in the General Conditions of the Contract for construction. Insurance requirements are also described in the Instructions to the Bidder section of the Project Manual. Contractor shall maintain adequate insurance in at least the maximum amounts, which the City could be liable under the New Mexico Tort Claims Act and shall provide proof of such insurance coverage to the City. It is the sole responsibility of the Contractor to comply with the law.

C. This Contract shall not become effective until: (1) approved by the Governing Body; and (2) signed by all parties required to sign this Contract.

D. The Contractor shall maintain detailed time records which indicate the date, time and nature of services rendered. These records shall be subject to inspection by the City, the Department of Finance and Administration and the State Auditor. The City shall have the right to audit billings both before and after payment. Payment under this Contract shall not foreclose the right of the City to recover excessive illegal payments.

E. The Contractor warrants that the Contractor presently has no interest and shall not acquire any interest, direct or indirect, which would conflict in any manner or degree with the performance or services required under this Contract.

F. The Contractor hereby warrants that the Contractor complies with the Americans with Disabilities Act, 29 CFR 1630.

G. Gender, Singular/Plural. Words of any gender used in this Contract shall be held and construed to include any other gender, and words in the singular number shall be held to include the plural, unless the context otherwise requires.

H. Captions and Section Headings. The captions and section headings contained in this Contract are for convenience of reference only, and in no way limit, define, or enlarge the terms, scope, and conditions of this Contract.

I. Certificates and Documents Incorporated. All certificates and documentation required by the provisions of the Contract shall be attached to this Contract at the time of execution and are hereby incorporated by reference as though set forth in full in this Contract to the extent they are consistent with its conditions and terms.

J. Separability. If any clause or provision of this Contract is illegal, invalid or unenforceable under present or future laws effective during the term of this Contract, then and in that event, it is the intention of the parties hereto that the remainder of this Contract shall not be affected thereby.

K. Words and Phrases. Words, phrases, and abbreviations, which have well-known technical or trade meanings used in the Contract documents shall be used according to such recognized meaning. In the event of a conflict, the more stringent meaning shall govern.

L. Relationship of Contract Documents. The Contract Documents are complementary, and any requirement of one Contract Document shall be as binding as if required by all.

M. Pursuant to NMSA 1978, section 13-1-191, reference is hereby made to the Criminal Laws of New Mexico (including NMSA 1978, sections 30-14-1, 30-24-2, and 30-41-1 through 30-41-3) which prohibit bribes, kickbacks, and gratuities, violation of which constitutes a felony. Further, the Procurement Code (NMSA 1978, sections 13-1-28 through 13-1-199) imposes civil and criminal penalties for its violation.

N. Pursuant to NMSA 1978, section 13-4-11. Reference is hereby made to the Minimum Wage on Public Works; weekly payments; posting wage scale; withholding funds.

IN WITNESS WHEREOF, the Parties have executed this Contract as of the date of the signature by the required approval authorities below.

CITY OF SANTA FE:

_____
ALAN WEBBER, MAYOR

DATE: _____

CONTRACTOR:

Gabriel Martinez (Dec 16, 2024 13:25 MST)
GABRIEL MARTINEZ, OWNER

DATE: Dec 16, 2024

NMBTIN#: _____

ATTEST:

_____
ANDRÉA SALAZAR, CITY CLERK

CITY ATTORNEY'S OFFICE:

Kevin L. Nault
Kevin L. Nault (Dec 16, 2024 15:21 MST)
ASSISTANT CITY ATTORNEY

APPROVED FOR FINANCES:

Emily K. Oster 04/09/2025
EMILY OSTER, FINANCE DIRECTOR

GM_Emulsion_Construction_Contract S100370 Agua Fria-final CAO

Final Audit Report 2024-12-16

Created:	2024-12-16
By:	Amy Cawthon (amcawthon@santafenm.gov)
Status:	Signed
Transaction ID:	CBJCHBCAABAAHIIAAYRYkXDbBQcPVLfYtmKtRClmWEme

"GM_Emulsion_Construction_Contract S100370 Agua Fria-final CAO" History

Document created by Amy Cawthon (amcawthon@santafenm.gov)
2024-12-16 - 6:30:34 PM GMT- IP address: 63.232.20.2

Document emailed to Gabriel Martinez (gabriel@gmemulsion.com) for signature
2024-12-16 - 6:31:27 PM GMT

Email viewed by Gabriel Martinez (gabriel@gmemulsion.com)
2024-12-16 - 6:37:05 PM GMT- IP address: 104.28.48.218

Document e-signed by Gabriel Martinez (gabriel@gmemulsion.com)
Signature Date: 2024-12-16 - 8:25:58 PM GMT - Time Source: server- IP address: 104.28.48.90

Document emailed to klnault@santafenm.gov for signature
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Email viewed by klnault@santafenm.gov
2024-12-16 - 10:21:18 PM GMT- IP address: 104.47.65.254

Signer klnault@santafenm.gov entered name at signing as Kevin L. Nault
2024-12-16 - 10:21:44 PM GMT- IP address: 63.232.20.2

Document e-signed by Kevin L. Nault (klnault@santafenm.gov)
Signature Date: 2024-12-16 - 10:21:46 PM GMT - Time Source: server- IP address: 63.232.20.2

Agreement completed.
2024-12-16 - 10:21:46 PM GMT

Powered by Adobe Acrobat Sign

NOTICE OF AWARD/WORK ORDER

TO: Gabriel Martinez, Owner
Name

GM Emulsion, LLC
Address

5935 Agua Fria Street, Santa Fe, NM 87507
City

DATE: 11/14/2024

FROM: City of Santa Fe

PROJECT NO.		**CONTRACT NO.**	D19946
CONTROL NO.	S100370	**VENDOR NO.**	3882

SCOPE OF WORK (Including Routes and Termini): To construct the Agua Fria - Cottonwood Roundabout project.

The OWNER at the recommendation of Carlos Romo, PE of Souder Miller and Associates, the project's Engineer of Record (Exhibit A) and concurred by NMDOT TLPA Region Coordinator Kristina Quintana has considered the BID you submitted for the above project. You are hereby notified that your Bid has been accepted.

You are required to return an acknowledged copy of this NOTICE OF AWARD/WORK ORDER to the owner. *(The following information must be included on all invoicing, PROJECT NO.; CONTRACT NO.; CONTROL NO.; and VENDOR NO.).*

Starting date (on or before): 03/01/2025 Completion date (on or before): TBD as soon as your contract with the City has been approved.

By: Romella Glorioso-Moss Date: 11/14/2024
Name (Print Name)

Romella Glorioso-Moss
Signature

Capital Projects Manager - Complete Streets
Title

ACCEPTANCE OF NOTICE *(Contractor or Road Superintendent)*
Receipt of the above NOTICE OF AWARD/WORK ORDER is hereby acknowledged,

By: _____ Date: _____
GABRIEL MARTINEZ

Title: Owner

October 18, 2024

Romella Glorioso-Moss, PhD, CMP, AICP
Capital Projects Manager
City of Santa Fe – Public Works
Via email: rsglorioso-moss@santafenm.gov

RE: Agua Fria and Cottonwood Drive Intersection Improvements Project
Bid Award Recommendation
NMDOT CN: S100370

Dear Ms. Glorioso-Moss,
The Bid opening for the above referenced project was held on September 26th, 2024, via a virtual meeting.

Three construction bids were received on or before the bid opening deadline on September 24th, 2024. The bid openings were read aloud, and notification was provided that the bids and bid documents would be reviewed and an award recommendation would be provided to the City of Santa Fe. The three bidders were GM Emulsion LLC, Star Paving Company, and Hasse Contracting Company.

Table 1: Project Total Analysis

Bidder	Project Total (Excludes NM Gross Receipts Taxes)
GM Emulsion LLC	$3,064,045.00
Star Paving Company	$2,527,868.35
Hasse Contracting Co., Inc.	$3,252,661.00*

*Mathematical error in bid

Star Paving Company is the low bidder, however, they did not provide the "full and complete Contract Book" as stated on Page 18 of the Contract Book. Souder, Miller and Associates (SMA) is recommending the award of the construction contract to the next lowest bidder, GM Emulsion LLC. They met the criteria for submission (see **Table 2** Bid Opening Checklist) and are the second lowest bidder.

Bid Analysis
All bids were reviewed for mathematical errors and price markups using Microsoft Excel.

To analyze for mathematical errors, the bid quantities and unit prices were multiplied and compared against the contractor's published amount. Hasse Contracting Co. Inc. bid showed errors in Bid Item 55 (Item No. 704719 – Hot Thermoplastic Pavement Marking Thru Arrow) and Bid Item 67 (Item No. 67 – Single Conductor 2) which caused their published bid to be $20.00

Scope & Fee Proposal © 2024 – Souder, Miller & Associates

lower than the bid price evaluated in Excel. No errors were found in GM Emulsion LLC or Star Paving Company bids.

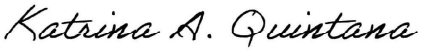
The bids were also reviewed for abnormally high unit prices or price markups. Each unit price was evaluated to determine the lowest unit price. Once the lowest unit price from each of the three bidders was determined, it was compared against the contractor's actual unit price. Unit prices greater than 50% of the lowest unit price were given a conditional statement in Excel and highlighted in red. The analysis for each bidder is shown on **Table 4** thru **Table 6**.

GM Emulsions had approximately 27 items greater than 50% of the lowest unit price bid. The majority of the major bid items related to the roadway construction are within an acceptable range when compared to the Engineer's unit price estimate.

Sincerely,
Miller Engineers, Inc. d/b/a SOUDER, MILLER & ASSOCIATES



Carlos D. Romo, P.E.
Project Engineer
Transportation Technical Sector
Attachments: None
cc: Project file (SMA# 7224504)



NMDOT Concurrence
Katrina Quintana
TLPA Region Coordinator
North Region Design

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Table 2: Bid Opening Checklist

	GM Emulsion LLC.	Star Paving Company	Hasse Contracting Co. LLC
Bid Received by Deadline	X	X	X
Full and Complete Contract Book	X		X
Affidavit of Bidder	X	X	X
Bid Form	X	X	X
Bid Guarantee	X	X	X
Bid Schedule	X	X	X
Non-Debarment Certification	X	X	X
Subcontractor Fair Practices Act	X	X	X
DBE Goal Form A-585	X	X	X
Bidders List of Quoters for DBE Program	X	X	X

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Table 3: GM Emulsion LLC Unit Price Bid Comparison vs. Low Bid Unit Price

ITEM	BID ITEM NO.	ITEM DESCRIPTION	UNIT	EST QTY	UNIT PRICE2	% DIFFERENCE (LOW BID VS. CONTRACTOR COST)	Low Bid Unit Price
1	201000	CLEARING AND GRUBBING	LS	1	$30,000.00	0%	$30,000.00
2	203000	UNCLASSIFIED EXCAVATION	C.Y.	1915	$20.00	0%	$20.00
3	203100	BORROW	C.Y.	25	$25.00	0%	$25.00
4	203211	UNSTABLE SUBGRADE STABILIZATION	S.Y.	350	$50.00	67%	$30.00
5	207000	SUBGRADE PREPARATION	S.Y.	3200	$4.50	0%	$4.50
6	303160	BASE COURSE 6"	S.Y.	3500	$24.00	100%	$12.00
7	405000	DETOUR PAVEMENT CONSTRUCTION	S.Y.	100	$250.00	92%	$130.00
8	407000	ASPHALT MATERIAL FOR TACK COAT	TON	2	$1,500.00	25%	$1,200.00
9	408100	PRIME COAT MATERIAL	TON	7	$1,500.00	25%	$1,200.00
10	416107	MINOR PAVING TYPE I, HMA SP-IV	S.Y.	3300	$60.00	50%	$40.00
11	450060	CONCRETE PAVEMENT-6"	S.Y.	22	$250.00	25%	$200.00
12	451080	CONCRETE PAVEMENT-8"	S.Y.	160	$300.00	20%	$250.00
13	502030	DRILLED SHAFT FOUNDATION 30" DIAMETER	L.F.	66	$1,250.00	14%	$1,100.00
14	511000	STRUCTURAL CONCRETE, CLASS A	C.Y.	0.5	$1,760.00	0%	$1,760.00
15	515000	REINF.CONCRETE FOR MINOR STRUCTURES	C.Y.	4	$2,250.00	2%	$2,200.00
16	540060	REINFORCING BARS GRADE 60	LB	2150	$5.00	0%	$5.00
17	541200	STRUCTURAL STEEL FOR MISCELLANEOUS STRUCTURES	LB	215	$10.00	67%	$6.00
18	601000	REMOVAL OF STRUCTURES AND OBSTRUCTIONS	LS	1	$120,000.00	9%	$110,000.00
19	601110	REMOVAL OF SURFACING	S.Y.	4000	$10.00	25%	$8.00
20	603100	TEMPORARY SOIL STABILANT	ACRE	0.75	$5,000.00	137%	$2,110.00
21	603262	COMPOSTED MULCH SOCKS	L.F.	65	$10.00	0%	$10.00
22	603281	SWPPP PLAN PREPARATION AND MAINTENANCE	LS	1	$50,000.00	1329%	$3,500.00
23	607079	PEDESTRIAN/BICYCLE RAILING	L.F.	50	$350.00	15%	$305.00
24	608004	CONCRETE SIDEWALK 4"	S.Y.	962	$150.00	0%	$150.00
25	608106	DRIVE PAD 6"	S.Y.	163	$165.00	0%	$165.00
26	608404	CONCRETE MEDIAN PAVEMENT 4" (COLORED AND PATTERNED)	S.Y.	660	$175.00	3%	$170.00
27	609324	CONCRETE SLOPED CURB AND GUTTER 6" X 24"	L.F.	1230	$52.00	0%	$52.00
28	609424	CONCRETE VERTICAL CURB AND GUTTER TYPE B 6" X 24"	L.F.	2050	$52.00	0%	$52.00
29	617000	VIBRATION MONITORING	LS	1	$20,000.00	0%	$20,000.00
30	617003	VIDEO RECORDING	LS	1	$25,000.00	400%	$5,000.00
31	618000	TRAFFIC CONTROL MANAGEMENT	LS	1	$225,000.00	13%	$200,000.00
32	618011	PUBLIC AWARENESS	LS	1	$25,000.00	60%	$15,645.00
33	621000	MOBILIZATION	LS	1	$300,000.00	0%	$300,000.00
34	632000	CLASS A SEEDING	ACRE	0.6	$25,000.00	51%	$16,600.00
35	662400	MANHOLE ADJUSTMENT	EACH	7	$2,500.00	14%	$2,200.00

ITEM	BID ITEM NO.	ITEM DESCRIPTION	UNIT	EST QTY	UNIT PRICE2	% DIFFERENCE (LOW BID VS. CONTRACTOR COST)	Low Bid Unit Price
36	663049	PRECONSTRUCTION UTILITY SURVEY	LS	1	$50,000.00	14%	$44,000.00
37	663105	REMOVE AND RESET EXISTING FIRE HYDRANT	EACH	1	$5,000.00	0%	$5,000.00
38	663855	ADJUST VALVE BOX TO GRADE	EACH	4	$2,500.00	150%	$1,000.00
39	667110	MAIL BOX INSTALLATION-SINGLE	EACH	3	$5,000.00	400%	$1,000.00
40	701000	PANEL SIGNS	S.F.	240	$85.00	127%	$37.50
41	701100	STEEL POST AND BASE POST FOR ALUMINUM PANEL SIGNS	L.F.	380	$100.00	285%	$26.00
42	702610	PORTABLE CHANGEABLE MESSAGE SIGN	EACH	7	$25,000.00	145%	$10,200.00
43	702710	MOBILE TRAFFIC SIGNAL SYSTEM	EACH	1	$43,500.00	14%	$38,300.00
44	702810	TRAFFIC CONTROL DEVICES FOR CONSTRUCTION	LS	1	$150,000.00	150%	$60,000.00
45	702811	TRAFFIC CONTROL DEVICES FOR PEDESTRIAN AND BICYCLIST	LS	1	$150,000.00	147%	$60,700.00
46	704000	RETROREFLECTORIZED PAINTED MARKINGS 4"	L.F.	10230	$1.00	49%	$0.67
47	704004	RETROREFLECTORIZED PAINTED MARKINGS 12"	L.F.	380	$10.00	15%	$8.70
48	704099	TEMPORARY RETROREFLECTORIZED PAINTED MARKINGS 4"	L.F.	3200	$1.00	233%	$0.30
49	704100	REMOVABLE MARKING TAPE 4"	L.F.	500	$5.00	72%	$2.90
50	704101	TEMPORARY WORD OR SYMBOL	EACH	4	$110.00	12%	$98.00
51	704104	REMOVABLE MARKING TAPE 12"	L.F.	20	$20.00	16%	$17.25
52	704704	HOT THERMOPLASTIC PAVEMENT MARKING 24"	L.F.	240	$25.00	25%	$20.00
53	704716	HOT THERMOPLASTIC PAVEMENT MARKING COMBINATION (THRU AND LEFT) ARROW	EACH	4	$400.00	12%	$357.00
54	704718	HOT THERMOPLASTIC PAVEMENT MARKING LEFT ARROW	EACH	2	$300.00	16%	$259.00
55	704719	HOT THERMOPLASTIC PAVEMENT MARKING THRU ARROW	EACH	2	$285.00	15%	$247.00
56	704720	HOT THERMOPLASTIC PAVEMENT MARKING WORD (ONLY)	EACH	1	$495.00	15%	$431.00
57	704728	HOT THERMOPLASTIC PAVEMENT MARKING YIELD LINE	L.F.	40	$60.00	14%	$52.50
58	704738	HOT THERMOPLASTIC PAVEMENT MARKING WORD (YIELD)	EACH	3	$475.00	13%	$420.00
59	705000	SIGNAL/LIGHTING SYSTEM START-UP COSTS	ALLOW	ALLOW	$200,000.00	7280%	$2,710.00
60	706110	SERVICE RISER (LIGHTING)	EACH	1	$6,660.00	113%	$3,122.00
61	706210	METER PEDESTAL (LIGHTING)	EACH	1	$14,550.00	191%	$5,000.00
62	706420	LIGHTING CONTROL CABINET-TWO CIRCUIT	EACH	1	$14,050.00	38%	$10,184.00
63	707530	TYPE V STANDARD, 30'	EACH	11	$7,450.00	7%	$6,958.00
64	709020	RIGID ELECTRICAL CONDUIT 2" (DIA.)	L.F.	1510	$32.00	0%	$32.00
65	709030	RIGID ELECTRICAL CONDUIT 3" (DIA.)	L.F.	40	$37.00	0%	$37.00
66	710000	ELECTRICAL PULL BOX (STANDARD)	EACH	7	$1,900.00	20%	$1,580.00
67	711102	SINGLE CONDUCTOR 2	L.F.	2680	$6.00	0%	$6.00
68	711230	SINGLE CONDUCTOR 3/0	L.F.	130	$11.50	0%	$11.50
69	716701	LED ROADWAY LUMINAIRE	EACH	11	$1,190.00	46%	$813.00
70	721000	REMOVAL OF PAVEMENT MARKING	L.F.	300	$2.50	39%	$1.80
71	801000	CONSTRUCTION STAKING BY THE CONTRACTOR	LS	1	$50,000.00	36%	$36,640.00
72	802000	POST CONSTRUCTION PLANS	LS	1	$15,000.00	150%	$6,000.00

Table 4: Star Paving Company Unit Price Bid Comparison vs. Low Bid Unit Price

EM	BID ITEM NO.	ITEM DESCRIPTION	UNIT	EST QTY	UNIT PRICE	% DIFFERENCE (LOW BID VS. CONTRACTOR COST)	Low Bi
1	201000	CLEARING AND GRUBBING	LS	1	$40,000.00	25%	$30,000
2	203000	UNCLASSIFIED EXCAVATION	C.Y.	1915	$50.00	60%	$20.0
3	203100	BORROW	C.Y.	25	$80.00	69%	$25.0
4	203211	UNSTABLE SUBGRADE STABILIZATION	S.Y.	350	$30.00	0%	$30.0
5	207000	SUBGRADE PREPARATION	S.Y.	3200	$8.00	44%	$4.50
6	303160	BASE COURSE 6"	S.Y.	3500	$12.00	0%	$12.0
7	405000	DETOUR PAVEMENT CONSTRUCTION	S.Y.	100	$130.00	0%	$130.0
8	407000	ASPHALT MATERIAL FOR TACK COAT	TON	2	$1,200.00	0%	$1,200.
9	408100	PRIME COAT MATERIAL	TON	7	$1,200.00	0%	$1,200.
10	416107	MINOR PAVING TYPE I, HMA SP-IV	S.Y.	3300	$40.00	0%	$40.0
11	450060	CONCRETE PAVEMENT-6"	S.Y.	22	$200.00	0%	$200.0
12	451080	CONCRETE PAVEMENT-8"	S.Y.	160	$250.00	0%	$250.0
13	502030	DRILLED SHAFT FOUNDATION 30" DIAMETER	L.F.	66	$1,100.00	0%	$1,100.
14	511000	STRUCTURAL CONCRETE, CLASS A	C.Y.	0.5	$4,000.00	56%	$1,760.
15	515000	REINF.CONCRETE FOR MINOR STRUCTURES	C.Y.	4	$2,200.00	0%	$2,200.
16	540060	REINFORCING BARS GRADE 60	LB	2150	$5.30	6%	$5.00
17	541200	STRUCTURAL STEEL FOR MISCELLANEOUS STRUCTURES	LB	215	$6.00	0%	$6.00
18	601000	REMOVAL OF STRUCTURES AND OBSTRUCTIONS	LS	1	$110,000.00	0%	$110,000
19	601110	REMOVAL OF SURFACING	S.Y.	4000	$8.00	0%	$8.00
20	603100	TEMPORARY SOIL STABILANT	ACRE	0.75	$3,775.00	44%	$2,110.
21	603262	COMPOSTED MULCH SOCKS	L.F.	65	$12.00	17%	$10.0
22	603281	SWPPP PLAN PREPARATION AND MAINTENANCE	LS	1	$3,500.00	0%	$3,500.
23	607079	PEDESTRIAN/BICYCLE RAILING	L.F.	50	$315.00	3%	$305.0
24	608004	CONCRETE SIDEWALK 4"	S.Y.	962	$160.00	6%	$150.0
25	608106	DRIVE PAD 6"	S.Y.	163	$200.00	18%	$165.0
26	608404	CONCRETE MEDIAN PAVEMENT 4" (COLORED AND PATTERNED)	S.Y.	660	$180.00	6%	$170.0
27	609324	CONCRETE SLOPED CURB AND GUTTER 6" X 24"	L.F.	1230	$70.00	26%	$52.0
28	609424	CONCRETE VERTICAL CURB AND GUTTER TYPE B 6" X 24"	L.F.	2050	$70.00	26%	$52.0
29	617000	VIBRATION MONITORING	LS	1	$100,000.00	80%	$20,000
30	617003	VIDEO RECORDING	LS	1	$5,000.00	0%	$5,000.
31	618000	TRAFFIC CONTROL MANAGEMENT	LS	1	$200,000.00	0%	$200,000
32	618011	PUBLIC AWARENESS	LS	1	$30,000.00	48%	$15,645
33	621000	MOBILIZATION	LS	1	$300,000.00	0%	$300,000
34	632000	CLASS A SEEDING	ACRE	0.6	$16,600.00	0%	$16,600
35	662400	MANHOLE ADJUSTMENT	EACH	7	$2,200.00	0%	$2,200.
36	663049	PRECONSTRUCTION UTILITY SURVEY	LS	1	$50,000.00	12%	$44,000

EM	BID ITEM NO.	ITEM DESCRIPTION	UNIT	EST QTY	UNIT PRICE	% DIFFERENCE (LOW BID VS. CONTRACTOR COST)	Low Bi
37	663105	REMOVE AND RESET EXISTING FIRE HYDRANT	EACH	1	$6,000.00	17%	$5,000.
38	663855	ADJUST VALVE BOX TO GRADE	EACH	4	$1,000.00	0%	$1,000.
39	667110	MAIL BOX INSTALLATION-SINGLE	EACH	3	$1,000.00	0%	$1,000.
40	701000	PANEL SIGNS	S.F.	240	$37.50	0%	$37.5
41	701100	STEEL POST AND BASE POST FOR ALUMINUM PANEL SIGNS	L.F.	380	$26.00	0%	$26.0
42	702610	PORTABLE CHANGEABLE MESSAGE SIGN	EACH	7	$11,000.00	7%	$10,200
43	702710	MOBILE TRAFFIC SIGNAL SYSTEM	EACH	1	$38,300.00	0%	$38,300
44	702810	TRAFFIC CONTROL DEVICES FOR CONSTRUCTION	LS	1	$60,000.00	0%	$60,000
45	702811	TRAFFIC CONTROL DEVICES FOR PEDESTRIAN AND BICYCLIST	LS	1	$120,000.00	49%	$60,700
46	704000	RETROREFLECTORIZED PAINTED MARKINGS 4"	L.F.	10230	$0.67	0%	$0.67
47	704004	RETROREFLECTORIZED PAINTED MARKINGS 12"	L.F.	380	$8.70	0%	$8.70
48	704099	TEMPORARY RETROREFLECTORIZED PAINTED MARKINGS 4"	L.F.	3200	$0.30	0%	$0.30
49	704100	REMOVABLE MARKING TAPE 4"	L.F.	500	$2.90	0%	$2.90
50	704101	TEMPORARY WORD OR SYMBOL	EACH	4	$98.00	0%	$98.0
51	704104	REMOVABLE MARKING TAPE 12"	L.F.	20	$17.25	0%	$17.2
52	704704	HOT THERMOPLASTIC PAVEMENT MARKING 24"	L.F.	240	$20.00	0%	$20.0
53	704716	HOT THERMOPLASTIC PAVEMENT MARKING COMBINATION (THRU AND LEFT) ARROW	EACH	4	$357.00	0%	$357.0
54	704718	HOT THERMOPLASTIC PAVEMENT MARKING LEFT ARROW	EACH	2	$259.00	0%	$259.0
55	704719	HOT THERMOPLASTIC PAVEMENT MARKING THRU ARROW	EACH	2	$247.00	0%	$247.0
56	704720	HOT THERMOPLASTIC PAVEMENT MARKING WORD (ONLY)	EACH	1	$431.00	0%	$431.0
57	704728	HOT THERMOPLASTIC PAVEMENT MARKING YIELD LINE	L.F.	40	$52.50	0%	$52.5
58	704738	HOT THERMOPLASTIC PAVEMENT MARKING WORD (YIELD)	EACH	3	$420.00	0%	$420.0
59	705000	SIGNAL/LIGHTING SYSTEM START-UP COSTS	ALOW	ALLOW	$20,000.00	86%	$2,710.

Table 5: Hasse Contracting Co. Inc. Unit Price Bid Comparison vs. Low Bid Unit Price

EM	BID ITEM NO.	ITEM DESCRIPTION	UNIT	EST QTY	UNIT PRICE	% DIFFERENCE (LOW BID VS. CONTRACTOR COST)	UNIT PR LOW BI
1	201000	CLEARING AND GRUBBING	LS	1	$44,235.00	47%	$30,00
2	203000	UNCLASSIFIED EXCAVATION	C.Y.	1915	$22.00	10%	$2
3	203100	BORROW	C.Y.	25	$91.00	264%	$2
4	203211	UNSTABLE SUBGRADE STABILIZATION	S.Y.	350	$53.00	77%	$3
5	207000	SUBGRADE PREPARATION	S.Y.	3200	$23.00	411%	$
6	303160	BASE COURSE 6"	S.Y.	3500	$23.00	92%	$1
7	405000	DETOUR PAVEMENT CONSTRUCTION	S.Y.	100	$890.00	585%	$13
8	407000	ASPHALT MATERIAL FOR TACK COAT	TON	2	$4,205.00	250%	$1,20
9	408100	PRIME COAT MATERIAL	TON	7	$1,875.00	56%	$1,20
10	416107	MINOR PAVING TYPE I, HMA SP-IV	S.Y.	3300	$68.00	70%	$4
11	450060	CONCRETE PAVEMENT-6"	S.Y.	22	$845.00	323%	$20
12	451080	CONCRETE PAVEMENT-8"	S.Y.	160	$480.00	92%	$25
13	502030	DRILLED SHAFT FOUNDATION 30" DIAMETER	L.F.	66	$1,120.00	2%	$1,10
14	511000	STRUCTURAL CONCRETE, CLASS A	C.Y.	0.5	$5,875.00	234%	$1,76
15	515000	REINF.CONCRETE FOR MINOR STRUCTURES	C.Y.	4	$3,465.00	58%	$2,20
16	540060	REINFORCING BARS GRADE 60	LB	2150	$5.45	9%	$
17	541200	STRUCTURAL STEEL FOR MISCELLANEOUS STRUCTURES	LB	215	$24.00	300%	$
18	601000	REMOVAL OF STRUCTURES AND OBSTRUCTIONS	LS	1	$365,550.00	232%	$110,00
19	601110	REMOVAL OF SURFACING	S.Y.	4000	$13.65	71%	$
20	603100	TEMPORARY SOIL STABILANT	ACRE	0.75	$2,110.00	0%	$2,11
21	603262	COMPOSTED MULCH SOCKS	L.F.	65	$18.20	82%	$1
22	603281	SWPPP PLAN PREPARATION AND MAINTENANCE	LS	1	$33,400.00	854%	$3,50
23	607079	PEDESTRIAN/BICYCLE RAILING	L.F.	50	$305.00	0%	$30
24	608004	CONCRETE SIDEWALK 4"	S.Y.	962	$173.00	15%	$15
25	608106	DRIVE PAD 6"	S.Y.	163	$300.00	82%	$16
26	608404	CONCRETE MEDIAN PAVEMENT 4" (COLORED AND PATTERNED)	S.Y.	660	$170.00	0%	$17
27	609324	CONCRETE SLOPED CURB AND GUTTER 6" X 24"	L.F.	1230	$63.50	22%	$5
28	609424	CONCRETE VERTICAL CURB AND GUTTER TYPE B 6" X 24"	L.F.	2050	$56.00	8%	$5
29	617000	VIBRATION MONITORING	LS	1	$23,865.00	19%	$20,00
30	617003	VIDEO RECORDING	LS	1	$36,490.00	630%	$5,00
31	618000	TRAFFIC CONTROL MANAGEMENT	LS	1	$215,925.00	8%	$200,00
32	618011	PUBLIC AWARENESS	LS	1	$15,645.00	0%	$15,64
33	621000	MOBILIZATION	LS	1	$348,000.00	16%	$300,00
34	632000	CLASS A SEEDING	ACRE	0.6	$75,000.00	352%	$16,60
35	662400	MANHOLE ADJUSTMENT	EACH	7	$3,000.00	36%	$2,20
36	663049	PRECONSTRUCTION UTILITY SURVEY	LS	1	$44,000.00	0%	$44,00
37	663105	REMOVE AND RESET EXISTING FIRE HYDRANT	EACH	1	$13,215.00	164%	$5,00

EM	BID ITEM NO.	ITEM DESCRIPTION	UNIT	EST QTY	UNIT PRICE	% DIFFERENCE (LOW BID VS. CONTRACTOR COST)	UNIT PR LOW BI
38	663855	ADJUST VALVE BOX TO GRADE	EACH	4	$3,000.00	200%	$1,00
39	667110	MAIL BOX INSTALLATION-SINGLE	EACH	3	$1,175.00	18%	$1,00
40	701000	PANEL SIGNS	S.F.	240	$40.00	7%	$3
41	701100	STEEL POST AND BASE POST FOR ALUMINUM PANEL SIGNS	L.F.	380	$27.00	4%	$2
42	702610	PORTABLE CHANGEABLE MESSAGE SIGN	EACH	7	$10,200.00	0%	$10,20
43	702710	MOBILE TRAFFIC SIGNAL SYSTEM	EACH	1	$66,750.00	74%	$38,30
44	702810	TRAFFIC CONTROL DEVICES FOR CONSTRUCTION	LS	1	$100,000.00	67%	$60,00
45	702811	TRAFFIC CONTROL DEVICES FOR PEDESTRIAN AND BICYCLIST	LS	1	$60,700.00	0%	$60,70
46	704000	RETROREFLECTORIZED PAINTED MARKINGS 4"	L.F.	10230	$1.65	146%	$
47	704004	RETROREFLECTORIZED PAINTED MARKINGS 12"	L.F.	380	$9.00	3%	$
48	704099	TEMPORARY RETROREFLECTORIZED PAINTED MARKINGS 4"	L.F.	3200	$6.00	1900%	$
49	704100	REMOVABLE MARKING TAPE 4"	L.F.	500	$6.00	107%	$
50	704101	TEMPORARY WORD OR SYMBOL	EACH	4	$100.00	2%	$9
51	704104	REMOVABLE MARKING TAPE 12"	L.F.	20	$23.00	33%	$1
52	704704	HOT THERMOPLASTIC PAVEMENT MARKING 24"	L.F.	240	$21.00	5%	$2
53	704716	HOT THERMOPLASTIC PAVEMENT MARKING COMBINATION (THRU AND LEFT) ARROW	EACH	4	$365.00	2%	$35
54	704718	HOT THERMOPLASTIC PAVEMENT MARKING LEFT ARROW	EACH	2	$265.00	2%	$25
55	704719	HOT THERMOPLASTIC PAVEMENT MARKING THRU ARROW	EACH	2	$265.00	7%	$24
56	704720	HOT THERMOPLASTIC PAVEMENT MARKING WORD (ONLY)	EACH	1	$440.00	2%	$43
57	704728	HOT THERMOPLASTIC PAVEMENT MARKING YIELD LINE	L.F.	40	$53.00	1%	$5
58	704738	HOT THERMOPLASTIC PAVEMENT MARKING WORD (YIELD)	EACH	3	$430.00	2%	$42
59	705000	SIGNAL/LIGHTING SYSTEM START-UP COSTS	ALOW	ALLOW	$2,710.00	0%	$2,71
60	706110	SERVICE RISER (LIGHTING)	EACH	1	$3,185.00	2%	$3,12
61	706210	METER PEDESTAL (LIGHTING)	EACH	1	$13,145.00	163%	$5,00
62	706420	LIGHTING CONTROL CABINET-TWO CIRCUIT	EACH	1	$10,400.00	2%	$10,18
63	707530	TYPE V STANDARD, 30'	EACH	11	$8,400.00	21%	$6,95
64	709020	RIGID ELECTRICAL CONDUIT 2" (DIA.)	L.F.	1510	$35.00	9%	$3
65	709030	RIGID ELECTRICAL CONDUIT 3" (DIA.)	L.F.	40	$40.00	8%	$3
66	710000	ELECTRICAL PULL BOX (STANDARD)	EACH	7	$1,620.00	3%	$1,58
67	711102	SINGLE CONDUCTOR 2	L.F.	2680	$7.00	17%	$
68	711230	SINGLE CONDUCTOR 3/0	L.F.	130	$12.00	4%	$1
69	716701	LED ROADWAY LUMINAIRE	EACH	11	$830.00	2%	$81
70	721000	REMOVAL OF PAVEMENT MARKING	L.F.	300	$13.50	650%	$
71	801000	CONSTRUCTION STAKING BY THE CONTRACTOR	LS	1	$82,200.00	124%	$36,64
72	802000	POST CONSTRUCTION PLANS	LS	1	$6,000.00	0%	$6,00

			ENGINEER'S ESTIMATE	ENGINEER'S ESTIMATE	Appaerent Lowest Bid		Appaerent 2nd Lowest Bid	
					Star Paving Company		GM Emulsion LLC	
ITEM DESCRIPTION	UNIT	EST QTY	UNIT PRICE	AMOUNT	UNIT PRICE2	AMOUNT2	UNIT PRICE3	AMOUNT3
EARING AND GRUBBING	LS	1	$12,000.00	$12,000.00	$40,000.00	$40,000.00	$30,000.00	$30,000.00
CLASSIFIED EXCAVATION	C.Y.	1915	$55.00	$105,325.00	$50.00	$95,750.00	$20.00	$38,300.00
RROW	C.Y.	25	$100.00	$2,500.00	$80.00	$2,000.00	$25.00	$625.00
STABLE SUBGRADE STABILIZATION	S.Y.	350	$50.00	$17,500.00	$30.00	$10,500.00	$50.00	$17,500.00
BGRADE PREPARATION	S.Y.	3200	$8.00	$25,600.00	$8.00	$25,600.00	$4.50	$14,400.00
SE COURSE 6"	S.Y.	3500	$15.00	$52,500.00	$12.00	$42,000.00	$24.00	$84,000.00
TOUR PAVEMENT CONSTRUCTION	S.Y.	100	$100.00	$10,000.00	$130.00	$13,000.00	$250.00	$25,000.00
PHALT MATERIAL FOR TACK COAT	TON	2	$3,500.00	$7,000.00	$1,200.00	$2,400.00	$1,500.00	$3,000.00
ME COAT MATERIAL	TON	7	$1,500.00	$10,500.00	$1,200.00	$8,400.00	$1,500.00	$10,500.00
OR PAVING TYPE I, HMA SP-IV	S.Y.	3300	$75.00	$247,500.00	$40.00	$132,000.00	$60.00	$198,000.00
NCRETE PAVEMENT-6"	S.Y.	22	$345.00	$7,590.00	$200.00	$4,400.00	$250.00	$5,500.00
NCRETE PAVEMENT-8"	S.Y.	160	$375.00	$60,000.00	$250.00	$40,000.00	$300.00	$48,000.00
LLED SHAFT FOUNDATION 30" METER	L.F.	66	$350.00	$23,100.00	$1,100.00	$72,600.00	$1,250.00	$82,500.00
UCTURAL CONCRETE, CLASS A	C.Y.	0.5	$2,000.00	$1,000.00	$4,000.00	$2,000.00	$1,760.00	$880.00
NF.CONCRETE FOR MINOR UCTURES	C.Y.	4	$1,600.00	$6,400.00	$2,200.00	$8,800.00	$2,250.00	$9,000.00
NFORCING BARS GRADE 60	LB	2150	$4.00	$8,600.00	$5.30	$11,395.00	$5.00	$10,750.00
UCTURAL STEEL FOR MISCELLANEOUS UCTURES	LB	215	$30.00	$6,450.00	$6.00	$1,290.00	$10.00	$2,150.00
MOVAL OF STRUCTURES AND STRUCTIONS	LS	1	$20,000.00	$20,000.00	$110,000.00	$110,000.00	$120,000.00	$120,000.00
MOVAL OF SURFACING	S.Y.	4000	$18.00	$72,000.00	$8.00	$32,000.00	$10.00	$40,000.00
MPORARY SOIL STABILANT	ACRE	0.75	$2,000.00	$1,500.00	$3,775.00	$2,831.25	$5,000.00	$3,750.00
MPOSTED MULCH SOCKS	L.F.	65	$15.00	$975.00	$12.00	$780.00	$10.00	$650.00
PPP PLAN PREPARATION AND NTENANCE	LS	1	$15,000.00	$15,000.00	$3,500.00	$3,500.00	$50,000.00	$50,000.00
DESTRIAN/BICYCLE RAILING	L.F.	50	$220.00	$11,000.00	$315.00	$15,750.00	$350.00	$17,500.00
NCRETE SIDEWALK 4"	S.Y.	962	$200.00	$192,400.00	$160.00	$153,920.00	$150.00	$144,300.00
VE PAD 6"	S.Y.	163	$250.00	$40,750.00	$200.00	$32,600.00	$165.00	$26,895.00
NCRETE MEDIAN PAVEMENT 4" OLORED AND PATTERNED)	S.Y.	660	$150.00	$99,000.00	$180.00	$118,800.00	$175.00	$115,500.00
NCRETE SLOPED CURB AND GUTTER 6" 4"	L.F.	1230	$65.00	$79,950.00	$70.00	$86,100.00	$52.00	$63,960.00
NCRETE VERTICAL CURB AND GUTTER E B6" X 24"	L.F.	2050	$70.00	$143,500.00	$70.00	$143,500.00	$52.00	$106,600.00
RATION MONITORING	LS	1	$8,000.00	$8,000.00	$100,000.00	$100,000.00	$20,000.00	$20,000.00
EO RECORDING	LS	1	$10,000.00	$10,000.00	$5,000.00	$5,000.00	$25,000.00	$25,000.00
FFIC CONTROL MANAGEMENT	LS	1	$25,000.00	$25,000.00	$200,000.00	$200,000.00	$225,000.00	$225,000.00

			ENGINEER'S ESTIMATE	ENGINEER'S ESTIMATE	Appaerent Lowest Bid		Appaerent 2nd Lowest Bid	
					Star Paving Company		GM Emulsion LLC	
ITEM DESCRIPTION	UNIT	EST QTY	UNIT PRICE	AMOUNT	UNIT PRICE2	AMOUNT2	UNIT PRICE3	AMOUNT3
BLIC AWARENESS	LS	1	$15,000.00	$15,000.00	$30,000.00	$30,000.00	$25,000.00	$25,000.00
BILIZATION	LS	1	$125,000.00	$125,000.00	$300,000.00	$300,000.00	$300,000.00	$300,000.00
SS A SEEDING	ACRE	0.6	$20,000.00	$12,000.00	$16,600.00	$9,960.00	$25,000.00	$15,000.00
NHOLE ADJUSTMENT	EACH	7	$2,500.00	$17,500.00	$2,200.00	$15,400.00	$2,500.00	$17,500.00
CONSTRUCTION UTILITY SURVEY	LS	1	$20,000.00	$20,000.00	$50,000.00	$50,000.00	$50,000.00	$50,000.00
MOVE AND RESET EXISTING FIRE DRANT	EACH	1	$3,000.00	$3,000.00	$6,000.00	$6,000.00	$5,000.00	$5,000.00
UST VALVE BOX TO GRADE	EACH	4	$1,750.00	$7,000.00	$1,000.00	$4,000.00	$2,500.00	$10,000.00
L BOX INSTALLATION-SINGLE	EACH	3	$775.00	$2,325.00	$1,000.00	$3,000.00	$5,000.00	$15,000.00
NEL SIGNS	S.F.	240	$40.00	$9,600.00	$37.50	$9,000.00	$85.00	$20,400.00
EL POST AND BASE POST FOR UMINUM PANEL SIGNS	L.F.	380	$22.00	$8,360.00	$26.00	$9,880.00	$100.00	$38,000.00
RTABLE CHANGEABLE MESSAGE SIGN	EACH	7	$20,000.00	$140,000.00	$11,000.00	$77,000.00	$25,000.00	$175,000.00
BILE TRAFFIC SIGNAL SYSTEM	EACH	1	$65,000.00	$65,000.00	$38,300.00	$38,300.00	$43,500.00	$43,500.00
FFIC CONTROL DEVICES FOR NSTRUCTION	LS	1	$75,000.00	$75,000.00	$60,000.00	$60,000.00	$150,000.00	$150,000.00
FFIC CONTROL DEVICES FOR DESTRIAN AND BICYCLIST	LS	1	$12,500.00	$12,500.00	$120,000.00	$120,000.00	$150,000.00	$150,000.00
RROREFLECTORIZED PAINTED RKINGS 4"	L.F.	10230	$1.50	$15,345.00	$0.67	$6,854.10	$1.00	$10,230.00
RROREFLECTORIZED PAINTED RKINGS 12"	L.F.	380	$5.00	$1,900.00	$8.70	$3,306.00	$10.00	$3,800.00
MPORARY RETROREFLECTORIZED NTED MARKINGS 4"	L.F.	3200	$1.20	$3,840.00	$0.30	$960.00	$1.00	$3,200.00
MOVABLE MARKING TAPE 4"	L.F.	500	$5.00	$2,500.00	$2.90	$1,450.00	$5.00	$2,500.00
MPORARY WORD OR SYMBOL	EACH	4	$120.00	$480.00	$98.00	$392.00	$110.00	$440.00
MOVABLE MARKING TAPE 12"	L.F.	20	$20.00	$400.00	$17.25	$345.00	$20.00	$400.00
T THERMOPLASTIC PAVEMENT MARKING	L.F.	240	$10.00	$2,400.00	$20.00	$4,800.00	$25.00	$6,000.00
T THERMOPLASTIC PAVEMENT MARKING MBINATION (THRU AND LEFT) ARROW	EACH	4	$275.00	$1,100.00	$357.00	$1,428.00	$400.00	$1,600.00
T THERMOPLASTIC PAVEMENT MARKING T ARROW	EACH	2	$200.00	$400.00	$259.00	$518.00	$300.00	$600.00
T THERMOPLASTIC PAVEMENT MARKING RU ARROW	EACH	2	$225.00	$450.00	$247.00	$494.00	$285.00	$570.00
T THERMOPLASTIC PAVEMENT MARKING RD ONLY)	EACH	1	$300.00	$300.00	$431.00	$431.00	$495.00	$495.00
T THERMOPLASTIC PAVEMENT MARKING LD LINE	L.F.	40	$30.00	$1,200.00	$52.50	$2,100.00	$60.00	$2,400.00

Page 1 of 2

			ENGINEER'S ESTIMATE	ENGINEER'S ESTIMATE	Appaerent Lowest Bid		Appaerent 2nd Lowest Bid	
					Star Paving Company		GM Emulsion LLC	
ITEM DESCRIPTION	UNIT	EST QTY	UNIT PRICE	AMOUNT	UNIT PRICE2	AMOUNT2	UNIT PRICE3	AMOUNT3
T THERMOPLASTIC PAVEMENT MARKING RD (YIELD)	EACH	3	$350.00	$1,050.00	$420.00	$1,260.00	$475.00	$1,425.00
NAL/LIGHTING SYSTEM START-UP STS	ALOW	ALLOW	$12,000.00	$12,000.00	$20,000.00	$20,000.00	$200,000.00	$200,000.00
VICE RISER (LIGHTING)	EACH	1	$2,750.00	$2,750.00	$3,122.00	$3,122.00	$6,660.00	$6,660.00
TER PEDESTAL (LIGHTING)	EACH	1	$10,000.00	$10,000.00	$5,000.00	$5,000.00	$14,550.00	$14,550.00
HTING CONTROL CABINET-TWO CUIT	EACH	1	$8,000.00	$8,000.00	$10,184.00	$10,184.00	$14,050.00	$14,050.00
E V STANDARD, 30'	EACH	11	$3,500.00	$38,500.00	$6,958.00	$76,538.00	$7,450.00	$81,950.00
ID ELECTRICAL CONDUIT 2" (DIA.)	L.F.	1510	$20.00	$30,200.00	$35.00	$52,850.00	$32.00	$48,320.00
ID ELECTRICAL CONDUIT 3" (DIA.)	L.F.	40	$40.00	$1,600.00	$38.40	$1,536.00	$37.00	$1,480.00
CTRICAL PULL BOX (STANDARD)	EACH	7	$1,000.00	$7,000.00	$1,580.00	$11,060.00	$1,900.00	$13,300.00
GLE CONDUCTOR 2	L.F.	2680	$6.00	$16,080.00	$6.30	$16,884.00	$6.00	$16,080.00
GLE CONDUCTOR 3/0	L.F.	130	$15.00	$1,950.00	$12.20	$1,586.00	$11.50	$1,495.00
ROADWAY LUMINAIRE	EACH	11	$1,200.00	$13,200.00	$813.00	$8,943.00	$1,190.00	$13,090.00
MOVAL OF PAVEMENT MARKING	L.F.	300	$8.00	$2,400.00	$1.80	$540.00	$2.50	$750.00
NSTRUCTION STAKING BY THE NTRACTOR	LS	1	$25,000.00	$25,000.00	$36,640.00	$36,640.00	$50,000.00	$50,000.00
ST CONSTRUCTION PLANS	LS	1	$8,000.00	$8,000.00	$9,191.00	$9,191.00	$15,000.00	$15,000.00
TAL EACH BID				$2,042,970.00		$2,527,868.35		$3,064,045.00
GRT (8.3125%)				$169,821.88		$210,129.06		$254,698.74
AND TOTAL OF BID				**$2,212,791.88**		**$2,737,997.41**		**$3,318,743.74**

ACORD

CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY) 4/11/2024

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must have ADDITIONAL INSURED provisions or be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

PRODUCER License # 0757776 HUB International Insurance Services (SOW) 2905 Rodeo Park Drive East Building 6, Suite 100 Santa Fe, NM 87505	CONTACT NAME: Michelle Vialpando PHONE (A/C, No, Ext): (505) 992-1873 FAX (A/C, No): (866) 487-3972 E-MAIL ADDRESS: michelle.vialpando@hubinternational.com
INSURED GM Emulsion LLC 5935 Agua Fria St. Santa Fe, NM 87507	INSURER A : Selective Insurance Company of America — NAIC # 12572 INSURER B : Builders Trust of New Mexico INSURER C : Evanston Insurance Company — 35378 INSURER D : INSURER E : INSURER F :

COVERAGES **CERTIFICATE NUMBER:** **REVISION NUMBER:**

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDL INSD	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS	
A	X COMMERCIAL GENERAL LIABILITY CLAIMS-MADE X OCCUR X PD Ded: $1,000 GEN'L AGGREGATE LIMIT APPLIES PER: POLICY X PRO-JECT LOC OTHER:			S 2505515	4/12/2024	4/12/2025	EACH OCCURRENCE DAMAGE TO RENTED PREMISES (Ea occurrence) MED EXP (Any one person) PERSONAL & ADV INJURY GENERAL AGGREGATE PRODUCTS - COMP/OP AGG	$ 1,000,000 $ 1,000,000 $ 15,000 $ 1,000,000 $ 3,000,000 $ 3,000,000
A	AUTOMOBILE LIABILITY X ANY AUTO OWNED AUTOS ONLY SCHEDULED AUTOS X HIRED AUTOS ONLY X NON-OWNED AUTOS ONLY			S 2505515	4/12/2024	4/12/2025	COMBINED SINGLE LIMIT (Ea accident) BODILY INJURY (Per person) BODILY INJURY (Per accident) PROPERTY DAMAGE (Per accident)	$ 1,000,000 $ $ $
A	X UMBRELLA LIAB X OCCUR EXCESS LIAB CLAIMS-MADE DED X RETENTION $ 0			S 2505515	4/12/2024	4/12/2025	EACH OCCURRENCE AGGREGATE	$ 5,000,000 $ 5,000,000
B	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in NH) Y / N: N If yes, describe under DESCRIPTION OF OPERATIONS below	N / A		5752	1/1/2024	1/1/2025	X PER STATUTE OTH-ER E.L. EACH ACCIDENT E.L. DISEASE - EA EMPLOYEE E.L. DISEASE - POLICY LIMIT	$ 2,000,000 $ 2,000,000 $ 2,000,000
A	Leased/Rented Eqpt			S 2505515	4/12/2024	4/12/2025	Ded: $1,000 / Limit:	100,000
C	Pollution / Environm			CPLMOL113826	10/28/2022	10/28/2024	1,000,000 /	2,000,000

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)

CERTIFICATE HOLDER

City of Santa Fe
73 Paseo Real
Santa Fe, NM 87507

CANCELLATION

SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.

AUTHORIZED REPRESENTATIVE



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City of Santa Fe, New Mexico

200 Lincoln Avenue, P.O. Box 909, Santa Fe, N.M. 87504-0909
www.santafenm.gov

Alan Webber, Mayor

Councilors:
Signe I. Lindell, Mayor Pro Tem, District 1
Alma G. Castro, District 1
Michael J. Garcia, District 2
Carol Romero-Wirth, District 2
Lee Garcia, District 3
Pilar F.H. Faulkner, District 3
Jamie Cassutt, District 4
Amanda Chavez, District 4

DATE: **April 15, 2025**

TO: **Finance Committee, Public Works and Utilities, and Governing Body**

FROM: **James Harris, Airport Director** JH

VIA: **Kelly Bynon, Administrative Manager** Kelly Bynon

ITEM AND ISSUE:

Request for Approval of a Budget Amendment Resolution (BAR) In the amount of $2,925,700 to Increase the Following Orgs and Objects including Vehicles > 5K, Equipment > 5K, Vehicle Outfitting, Repairs & Maintenance, WIP Design, WIP Construction, and Operating Supplies using FY25 Available Revenue in Excess of Budgeted Expenditures

(James Harris, Airport Manager, jcharris@santafenm.gov; Kelly Bynon Administrative Manager; kabynon@santafenm.gov)

BACKGROUND AND SUMMARY:

The Santa Fe Regional Airport is requesting to have monies moved from the 545 fund into the various orgs and object listed above for construction projects, necessary equipment purchases, and operating supplies items.

The total amount of the three items listed about is $2,925,700.

ACTION:

Approval of a Budget Amendment Resolution (BAR) In the amount of $2,925,700 to Increase the Following Orgs and Objects including Vehicles > 5K, Equipment > 5K, Vehicle Outfitting, Repairs & Maintenance, WIP Design, WIP Construction, and Operating Supplies using FY25 Available Revenue in Excess of Budgeted Expenditures

COMMITTEE REVIEW:

Public Works & Utilities: 04/21/2025
Finance Committee: 04/28/2025
Governing Body: 04/29/2025

Log # *{Finance use only}*:	
Journal # *{Finance use only}*:	

City of Santa Fe, New Mexico
BUDGET AMENDMENT RESOLUTION (BAR)

DEPARTMENT / DIVISION NAME	DATE
Airport	4/15/2025

ITEM DESCRIPTION	ORG	OBJECT	PROJECT	INCREASE	DECREASE
EXPENDITURES				*{enter as positive #}*	*{enter as negative #}*
Vehicles > 1.5 Tons	5456050	571000		463,000	
Equipment > 5K	5456050	570500		1,190,500	
Vehicle Outfitting	5456050	570575		219,000	
Repairs and Maintenance - Vehicles	5456050	520500		400,000	
WIP Design	5450407	572960	AIR2554519	400,000	
Operation Supplies	5456050	530200		59,200	
WIP Construction	5450407	572970	AIR2554516	140,000	
WIP Construction	5450407	572970	AIR2454506	54,000	
REVENUES				*{enter as negative #}*	*{enter as positive #}*
				$ 2,925,700	$ -

JUSTIFICATION: *(use additional page if needed)*
--Attach supporting documentation/memo

Use of FY25 Available budgeted revenue in excess pf budgeted expenditures to be used for grooving of the runway at the Santa Fe Airport.

{Complete section below if BAR results in a net change to ANY Fund}	
Fund(s) Affected	Fund Balance Increase/(Decrease)
545	(2,925,700)
TOTAL:	**(2,925,700)**

Kelly Bynon — Prepared By *{print name}* — 4/15/2025 Date

{Use this form for Finance Committee/ City Council agenda items ONLY}

CITY COUNCIL APPROVAL

Agenda Item #:

Andy Hopkins — Budget Officer — Apr 15, 2025 Date

Division Director Signature *{optional}* — Date

Finance Director *{≤ $5,000}* — Date

James Harris (Apr 15, 2025 16:46 MDT) — Apr 15, 2025

Department Director Signature — Date

City Manager *{≤ $60,000}* — Date

Memo_545 Fund_$2,925,700

Final Audit Report 2025-04-15

Created:	2025-04-15
By:	Kelly Bynon (kabynon@santafenm.gov)
Status:	Signed
Transaction ID:	CBJCHBCAABAAeavXyRG-JyAgXRtKAY6pUcBWcgIafsom

"Memo_545 Fund_$2,925,700" History

Document created by Kelly Bynon (kabynon@santafenm.gov)
2025-04-15 - 10:44:36 PM GMT- IP address: 63.232.20.2

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Document e-signed by ajhopkins@santafenm.gov ajhopkins@santafenm.gov (ajhopkins@santafenm.gov)
Signature Date: 2025-04-15 - 11:27:44 PM GMT - Time Source: server- IP address: 63.232.20.2

Agreement completed.
2025-04-15 - 11:27:44 PM GMT

Powered by Adobe Acrobat Sign

City of Santa Fe, New Mexico
memo

DATE: April 4, 2025

TO: Governing Body

VIA: Regina Wheeler
Regina Wheeler (Apr 7, 2025 19:36 MDT)
Regina Wheeler, Public Works Department Director
Steve Kaspan, Parking Division Director SK
SK

FROM: Jerome Martinez, Parking Division Administrative Manager

---

ACTION:
Request for Approval of a Budget Amendment Resolution (BAR) in the Amount of $255,000 from Parking Enterprise Fund Balance to Parking WIP Construction, Data Processing Equipment, and Vehicles for Repaving Water Street Parking Lot, Railyard Garage Security Cameras, and an Electric Truck. (Steve Kaspan, Parking Division Director, spkaspan@santafenm.gov)

BACKGROUND AND SUMMARY:
The Water Street Parking Lot asphalt needs reconstruction to improve safety and to meet ADA standards. This work includes removal of existing asphalt, regrading the existing base course, application of 3" new hot mix and restriping the entire lot and is planned to be completed in 2025 paving season.

The Railyard Garage is in need of a working security camera system to prevent vandalism and increase constituent sense of safety. The Parking Division and ITT Department recommend and will work together to install a 15 camera system with this funding.

The Parking Division Collections vehicle a 2017 Ford Transit Connect, is past its functional life and does not fulfill current needs. The Division has secured a quote from a State Price Agreement vendor for an electric truck that meets Division needs.

FUNDING SOURCE:
Funding Source: Parking Division Fund Balance
Munis Org Name/Number: Parking/535
Munis Object Name/Number: AP Cash Control/100700
Project ID: PWD 2553557

ATTACHMENTS:
BAR

Log # *{Finance use only}*:	
Journal # *{Finance use only}*:	

City of Santa Fe, New Mexico
BUDGET AMENDMENT RESOLUTION (BAR)

DEPARTMENT / DIVISION NAME	DATE
Public Works / Parking	2/25/2025

ITEM DESCRIPTION	ORG	OBJECT	PROJECT	INCREASE	DECREASE
EXPENDITURES				*{enter as positive #}*	*{enter as negative #}*
WIP Construction - Repave Water Street Lot	5350457	572970	PWD2553557-CONSTRUC	215,000	
Data Processing Equip > $5K	5350457	570800	PWD2553557-DATA PROC	20,000	
Vehicles < 1.5	5350457	570950	PWD2553557-VEHICLES<	20,000	
REVENUES				*{enter as negative #}*	*{enter as positive #}*
JUSTIFICATION: *(use additional page if needed)* *--Attach supporting documentation/memo*				$ 255,000	$ -

Use of available Parking fund balance to repave the Water Street Parking Lot, purchase security cameras for the Railyard Garage, and purchase an electric truck for the Parking Collections section.

{Complete section below if BAR results in a net change to ANY Fund}

Fund(s) Affected	Fund Balance Increase/(Decrease)
535	(255,000)
TOTAL:	**(255,000)**

Halona Crowe — 3/21/2025
Prepared By *{print name}* — Date

Steve Kaspan
Steve Kaspan (Apr 4, 2025 15:32 MDT)
Division Director Signature *{optional}* — Date

Regina Wheeler
Regina Wheeler (Apr 7, 2025 19:36 MDT)
Interim Department Director Signature — Date

{Use this form for Finance Committee/ City Council agenda items ONLY}

CITY COUNCIL APPROVAL

City Council Approval Date

Agenda Item #:

Andy Hopkins
Budget Officer — Date

Finance Director *{≤ $5,000}* — Date

City Manager *{≤ $60,000}* — Date

BAR for Parking Division Projects RW

Final Audit Report 2025-04-08

Created:	2025-04-04
By:	JEROME MARTINEZ (jamartinez3@santafenm.gov)
Status:	Signed
Transaction ID:	CBJCHBCAABAArayuLGPQSUZCnw6VVK1oZzEjva7GVDny

"BAR for Parking Division Projects RW" History

Document created by JEROME MARTINEZ (jamartinez3@santafenm.gov)
2025-04-04 - 9:16:53 PM GMT- IP address: 63.232.20.2

Document emailed to spkaspan@santafenm.gov for signature
2025-04-04 - 9:18:39 PM GMT

Email viewed by spkaspan@santafenm.gov
2025-04-04 - 9:29:56 PM GMT- IP address: 174.218.19.139

Signer spkaspan@santafenm.gov entered name at signing as Steve Kaspan
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Document e-signed by Steve Kaspan (spkaspan@santafenm.gov)
Signature Date: 2025-04-04 - 9:32:03 PM GMT - Time Source: server- IP address: 174.218.19.139

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2025-04-07 - 4:49:06 PM GMT- IP address: 104.156.39.164

Signer rawheeler@santafenm.gov entered name at signing as Regina Wheeler
2025-04-08 - 1:36:57 AM GMT- IP address: 76.18.67.54

Document e-signed by Regina Wheeler (rawheeler@santafenm.gov)
Signature Date: 2025-04-08 - 1:36:59 AM GMT - Time Source: server- IP address: 76.18.67.54

Document emailed to ajhopkins@santafenm.gov ajhopkins@santafenm.gov (ajhopkins@santafenm.gov) for signature
2025-04-08 - 1:37:00 AM GMT

Email viewed by ajhopkins@santafenm.gov ajhopkins@santafenm.gov (ajhopkins@santafenm.gov)
2025-04-08 - 3:45:35 PM GMT- IP address: 104.47.64.254

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Document e-signed by ajhopkins@santafenm.gov ajhopkins@santafenm.gov (ajhopkins@santafenm.gov)

Signature Date: 2025-04-08 - 3:45:50 PM GMT - Time Source: server- IP address: 63.232.20.2

Agreement completed.

2025-04-08 - 3:45:50 PM GMT

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Adobe
Acrobat Sign

CITY OF SANTA FE

DATE: April 11, 2025

TO: Governing Body

FROM: Sean Moody, Capital Projects Manager

VIA: Regina Wheeler, Public Works Department Director

RW (Apr 11, 2025 14:46 MDT)

SUBJECT: Professional Services Contract Amendment No. 2

VENDOR NAME: FCS Group

VENDOR NUMBER: 7771

ITEM AND ISSUE:
Request for Approval of Amendment No. 2 to a Professional Services Contract with FCS Group for Rate Evaluation & Financial Services, to Increase the Not to Exceed Amount by $60,000 to $696,052.51 and to Extend the Contract Term to Expire on October 1, 2025.

CONTRACT NUMBER:
The original FY 2022 Munis contract number is 3203062.

BACKGROUND AND SUMMARY:
This amendment is necessary to enable the public works department to obtain on-call services described in the scope of work, as required for timely impact fee rate analysis required by law.

The original contract item no. 21-0522 dated October 2, 2021 was procured through RFP #22/02/P. Amendment No. 1 item no. 25-0093 dated March 17, 2025 eliminated the maximum expenditure within each fiscal year. Amendment No. 2 will increase the compensation amount to $696,052.51 and extend the term to October 1, 2025. There is no change in the scope. Work order(s) will be issued for on-call services as needed.

Execution of this contract amendment does not constitute a promise to purchase any amount of work. Funding will be identified and budgeted as needed for any work order or purchase order issued for on-call services which may be requested.

ATTACHMENTS:
Agreement Item 21-0522
Amendment No. 1 Item 25-0093
Amendment No. 2 for approval
Certificate of Insurance

FUNDING SOURCE:

Fund Name/Number: Impact Fee Fund / 232
Munis Org Name/Number: Impact Fee Administration / 2324501
Munis Object Name/Number: Professional Contracts / 510300

Budget Officer / Designee: Andy Hopkins **Date:** 04/11/2025

Budget Officer Comment/Exceptions: -

PROCUREMENT METHOD:

The procurement method used was NMSA 1978, Section 13-1-111, RFP #22/02/P

Chief Procurement Officer (CPO) / Designee: _____ **Date:** 04/14/2025

CPO Comment/Exceptions: Increase comp & extend term not to exceed 4 yrs

ASSOCIATED APPROVALS:

IT Components included? ☐ Yes | ☒ No

Approval: _____ **Title:** _____ **Date:** _____

Comment/Exceptions: _____

Vehicles included? ☐ Yes | ☒ No

Approval: _____ **Title:** _____ **Date:** _____

Comment/Exceptions: _____

Construction to City Facilities, Furniture, and/or Fixtures included? ☐ Yes | ☒ No

Approval: _____ **Title:** _____ **Date:** _____

Comment/Exceptions: _____

Is this an externally funded purchase? ☐ Yes | ☒ No

If yes, what is the issuing agency: _____

Approval: _____ **Title:** _____ **Date:** _____

Comment/Exceptions: _____

Is this a Capital Asset or Project? ☐ Yes | ☒ No

Project Ledger Number: _____

Approval: _____ **Title:** _____ **Date:** _____

Comment/Exceptions: _____

Item# 21-0522
Munis Contract# 3202940

CITY OF SANTA FE

PROFESSIONAL SERVICES CONTRACT

THIS AGREEMENT is made and entered into by and between the City of Santa Fe, New Mexico, hereinafter referred to as the "City," and **Financial Consulting Solutions Group, Inc. (dba FCS GROUP),** hereinafter referred to as the "Contractor," and is effective as of the date set forth below upon which it is executed by the Parties.

IT IS AGREED BETWEEN THE PARTIES:

1. Scope of Work.

The Contractor shall provide the following services for the City:
The basic tasks that the Contractor will be expected to accomplish for the project are listed, but not limited to, the following items:

A. COMPREHENSIVE WATER DIVISION, WASTEWATER DIVISION AND ENVIRONMENTAL SERVICES DIVISION (SOLID WASTE) FINANCIAL PLANS
Evaluate and update as necessary the current Financial Plans comparing starting cash balances, projected revenues and revenue requirements over the forecast period. Analyze each division's operating and capital plan needs. Present update to the Public Utilities Committee and City Council.

B. DOCUMENTATION AND REPORTING

The Contractor shall provide the City with thorough documentation in support of the analysis, City Council study sessions and shall present the study findings to the City Council upon substantial completion of the scope of work. The City shall be provided with a reasonable number of copies of the written report, and all presentation materials upon request.

C. MEETINGS

The Contractor will need to meet with staff on several occasions during the course of work. In addition to the staff meetings, the Contractor shall attend the following meetings for each of the (3) three divisions and shall indicate exactly who on the Contractor's project team will attend these meetings:

C.1 Financial Update Kickoff meeting

C.2 Current Financial Plan update meeting with Wastewater, Environmental Services and Water Divisions.

C.3 Cost of Service update meeting with Wastewater, Environmental Services and Water Divisions.

C.4 Public Utilities Committee meeting and Finance Committee meeting.

C.5 City Council Presentation

D. RATE MODEL SUPPORT FINANCIAL ON-CALL CONTRACT

The Contractor shall provide rate model updates, rate financial forecasts and rate model maintenance as requested by the City using generally accepted utility ratemaking methodologies and applicable New Mexico and Federal law. Work shall be initiated by a City work order and shall be based on hourly rates and required Contractor time to complete the tasks identified in the City work order.

D.1 *Rate Model Work Orders* – The Contractor shall perform work identified in individually approved City work orders including, but not limited to: Annual revenue forecast support and rate model maintenance based on updated assumptions and governing body directives.

D.2 *Collection of needed information* – The Contractor shall provide the City with a data request that will outline information needed to evaluate the City work order.

D.3 *Evaluate effects of City work order* – The Contractor shall use information available from the utility billing system and the existing financial plan to evaluate the effects of the scope of work identified in the City work order.

D.4 *Calculate the revenue impacts* – The Contractor shall use information available from the existing financial plan to determine the revenue impacts.

D.5 *Document results* – The Contractor shall document the results of the analysis in a memorandum that shall be provided to the City along with all work papers, computer model outputs or other supporting information. Work orders may require presentation at City Committees or City Council.

E. UTILITY COST-OF-SERVICE STUDY (Water, Wastewater and Environmental Services- Solid Waste)

The Contractor shall collect the necessary data/information and make the necessary efforts to calculate and update the utility user charges (i.e. rates) for the City using generally accepted utility ratemaking methodologies as described by the American Water Works Association, Manual M1 (Manual M1 describes the methods for developing water rates and charges).

E.1 *Collection of needed information* - The Contractor shall provide the City with data requests outlining information needed to calculate the utility user charges.

E.2 *Calculate the revenue requirements* – The Contractor shall use information available from the existing financial plan to determine the revenue requirements.

E.3 *Allocate revenue requirements in a cost-of-service study* – The Contractor shall allocate revenue requirements to the City's various customer classes using generally accepted cost-of-service allocation techniques.

E.4 *Develop recommendations for updating existing utility* rates – The Contractor shall work with the City to update the existing rates based on the findings of the cost-of-service allocation described above.

F. ON CALL FINANCIAL SERVICES (Water, Wastewater and Environmental Services – Solid Waste)

The Contractor shall provide On Call Financial Services as requested for the City. Work shall be initiated by a City work order and shall be based on hourly rates and the tasks identified in the City work order.

2. Compensation.

The total amount payable to the Contractor under this Agreement, including gross receipts tax and expenses, shall not exceed six hundred thirty six thousand fifty two dollars and fifty one cents ($636,052.51) for the term of this Agreement, as described in Exhibit A attached hereto.

1) The City shall pay to the Contractor in full payment for services satisfactorily performed pursuant to the Scope of Work at the rate of one hundred forty one thousand five hundred and ten dollars ($141,510) in (FY2022). The New Mexico gross receipts tax levied on the amounts payable under this Agreement totaling seven thousand two hundred and fifty two dollars and thirty nine cents ($7,252.39) shall be paid by the City to the Contractor.

2) The City shall pay to the Contractor in full payment for services satisfactorily performed pursuant to the Scope of Work at the rate of one hundred fifty seven thousand six hundred fifty four dollars ($157,654) in (FY2023). The New Mexico gross receipts tax levied on the amounts payable under this Agreement totaling eight thousand seventy nine dollars and seventy seven cents ($8,079.77) shall be paid by the City to the Contractor.

3) The City shall pay to the Contractor in full payment for services satisfactorily performed pursuant to the Scope of Work at the rate of one hundred fifty one thousand two hundred thirty seven dollars ($151,237) in (FY2024). The New Mexico gross receipts tax levied on the amounts payable under this Agreement totaling seven thousand seven

hundred fifty dollars and ninety cents ($7,750.90) shall be paid by the City to the Contractor.

4) The City shall pay to the Contractor in full payment for services satisfactorily performed pursuant to the Scope of Work at the rate of one hundred fifty four thousand six hundred forty three dollars ($154,643) in (FY2025). The New Mexico gross receipts tax levied on the amounts payable under this Agreement totaling seven thousand nine hundred twenty five dollars and forty five cents ($7,925.45) shall be paid by the City to the Contractor.

B. Payment in future fiscal years is subject to availability of funds pursuant to the Appropriations Paragraph set forth below and to any negotiations between the parties from year to year pursuant to Paragraph 1, Scope of Work, and to approval by the City. All invoices MUST BE received by the City no later than fifteen (15) days after the termination of the Fiscal Year in which the services were delivered. Invoices received after such date WILL NOT BE PAID.)

C. Contractor must submit a detailed statement accounting for all services performed and expenses incurred. If the City finds that the services are not acceptable, within thirty days after the date of receipt of written notice from the Contractor that payment is requested, it shall provide the Contractor a letter of exception explaining the defect or objection to the services, a,260nd outlining steps the Contractor may take to provide remedial action. Upon certification by the City that the services have been received and accepted, payment shall be tendered to the Contractor within thirty days after the date of acceptance. If payment is made by mail, the payment shall be deemed tendered on the date it is postmarked. However, the City shall not incur late charges, interest, or penalties for failure to make payment within the time specified herein.

3. Term.

THIS AGREEMENT SHALL NOT BECOME EFFECTIVE UNTIL APPROVED BY THE CITY. This Agreement shall terminate on **June 30, 2025** unless terminated pursuant to paragraph 4 (Termination). or paragraph 5 (Appropriations). In accordance with Section 13-1-150 NMSA 1978, no contract term for a professional services contract, including extensions and renewals, shall exceed four years, except as set forth in Section 13-1-150 NMSA 1978.

4. Termination.

A. Termination. This Agreement may be terminated by either of the parties hereto upon written notice delivered to the other party at least thirty (30) days prior to the intended date of termination. Except as otherwise allowed or provided under this Agreement, the City's sole liability upon such termination shall be to pay for acceptable work performed prior to the Contractor's receipt of the notice of termination, if the City is the terminating party, or the Contractor's sending of the notice of termination, if the Contractor is the terminating party; provided, however, that a notice of termination shall not nullify or otherwise affect either party's liability for pre-termination defaults under or breaches of this Agreement. The Contractor shall submit an invoice for such work within thirty (30) days of receiving or sending the notice of termination. Notwithstanding the foregoing, this Agreement may be terminated immediately upon written notice to the Contractor if the Contractor becomes unable to perform the services contracted for, as determined by the City or if, during the term of this Agreement, the Contractor

or any of its officers, employees or agents is indicted for fraud, embezzlement or other crime due to misuse of City funds or due to the Appropriations paragraph herein. *THIS PROVISION IS NOT EXCLUSIVE AND DOES NOT WAIVE THE City's OTHER LEGAL RIGHTS AND REMEDIES CAUSED BY THE CONTRACTOR'S DEFAULT/BREACH OF THIS AGREEMENT.*

B. Termination Management. Immediately upon receipt by either the City or the Contractor of notice of termination of this Agreement, the Contractor shall: 1) not incur any further obligations for salaries, services or any other expenditure of funds under this Agreement without written approval of the City; 2) comply with all directives issued by the City in the notice of termination as to the performance of work under this Agreement; and 3) take such action as the City shall direct for the protection, preservation, retention or transfer of all property titled to the City and records generated under this Agreement. Any non-expendable personal property or equipment provided to or purchased by the Contractor with contract funds shall become property of the City upon termination and shall be submitted to the City as soon as practicable.

5. Appropriations.

The terms of this Agreement are contingent upon sufficient appropriations and authorization being made by the City Council for the performance of this Agreement. If sufficient appropriations and authorization are not made by the City Council, this Agreement shall terminate immediately upon written notice being given by the City to the Contractor. The City's decision as to whether sufficient appropriations are available shall be accepted by the Contractor and shall be final. If the City proposes an amendment to the Agreement to unilaterally reduce funding, the Contractor shall have the option to terminate the Agreement or to agree to the reduced funding, within thirty (30) days of receipt of the proposed amendment.

6. Status of Contractor.

The Contractor and its agents and employees are independent contractors performing professional services for the City and are not employees of the City. The Contractor and its agents and employees shall not accrue leave, retirement, insurance, bonding, use of City vehicles, or any other benefits afforded to employees of the City as a result of this Agreement. The Contractor acknowledges that all sums received hereunder are reportable by the Contractor for tax purposes, including without limitation, self-employment and business income tax. The Contractor agrees not to purport to bind the City unless the Contractor has express written authority to do so, and then only within the strict limits of that authority.

7. Assignment.

The Contractor shall not assign or transfer any interest in this Agreement or assign any claims for money due or to become due under this Agreement without the prior written approval of the City.

8. Subcontracting.

The Contractor shall not subcontract any portion of the services to be performed under this Agreement without the prior written approval of the City. No such subcontract shall relieve the primary Contractor from its obligations and liabilities under this Agreement, nor shall any subcontract obligate direct payment from the City.

9. Release.

Final payment of the amounts due under this Agreement shall operate as a release of the City, its officers and employees from all liabilities, claims and obligations whatsoever arising from or under this Agreement.

10. Confidentiality.

Any confidential information provided to or developed by the Contractor in the performance of this Agreement shall be kept confidential and shall not be made available to any individual or organization by the Contractor without the prior written approval of the City.

11. Product of Service -- Copyright.

All materials developed or acquired by the Contractor under this Agreement shall become the property of the City and shall be delivered to the City no later than the termination date of this Agreement. Nothing developed or produced, in whole or in part, by the Contractor under this Agreement shall be the subject of an application for copyright or other claim of ownership by or on behalf of the Contractor.

12. Conflict of Interest; Governmental Conduct Act.

A. The Contractor represents and warrants that it presently has no interest and, during the term of this Agreement, shall not acquire any interest, direct or indirect, which would conflict in any manner or degree with the performance or services required under the Agreement.

B. The Contractor further represents and warrants that it has complied with, and, during the term of this Agreement, will continue to comply with, and that this Agreement complies with all applicable provisions of the Governmental Conduct Act, Chapter 10, Article 16 NMSA 1978.

C. Contractor's representations and warranties in Paragraphs A and B of this Article 12 are material representations of fact upon which the City relied when this Agreement was entered into by the parties. Contractor shall provide immediate written notice to the City if, at any time during the term of this Agreement, Contractor learns that Contractor's representations and warranties in Paragraphs A and B of this Article 12 were erroneous on the effective date of this Agreement or have become erroneous by reason of new or changed circumstances. If it is later determined that Contractor's representations and warranties in Paragraphs A and B of this Article 12 were erroneous on the effective date of this Agreement or have become erroneous by reason of new or changed circumstances, in addition to other remedies available to the City and notwithstanding anything in the Agreement to the contrary, the City may immediately terminate the Agreement.

D. All terms defined in the Governmental Conduct Act have the same meaning in this section.

13. Amendment.

A. This Agreement shall not be altered, changed or amended except by instrument in writing executed by the parties hereto and all other required signatories.

B. If the City proposes an amendment to the Agreement to unilaterally reduce funding due to budget or other considerations, the Contractor shall, within thirty (30) days of receipt of the proposed Amendment, have the option to terminate the Agreement, pursuant to the termination provisions as set forth in Article 4 herein, or to agree to the reduced funding.

14. Entire Agreement.

This Agreement, together with any other documents incorporated herein by reference and all related Exhibits and Schedules constitutes the sole and entire agreement of the Parties with respect to the subject matter of this Agreement, and supersedes all prior and contemporaneous understandings, agreements, representations, and warranties, both written and oral, with respect to the subject matter. In the event of any inconsistency between the statements in the body of this Agreement, and the related Exhibits and Schedules, the statements in the body of this Agreement shall control.

15. Penalties for violation of law.

The Procurement Code, Sections 13-1-28 through 13-1-199, NMSA 1978, imposes civil and criminal penalties for its violation. In addition, the New Mexico criminal statutes impose felony penalties for illegal bribes, gratuities and kickbacks.

16. Equal Opportunity Compliance.

The Contractor agrees to abide by all federal and state laws and rules and regulations, and Santa Fe City Code, pertaining to equal employment opportunity. In accordance with all such laws of the State of New Mexico, the Contractor assures that no person in the United States shall, on the grounds of race, religion, color, national origin, ancestry, sex, age, physical or mental handicap, or serious medical condition, spousal affiliation, sexual orientation or gender identity, be excluded from employment with or participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity performed under this Agreement. If Contractor is found not to be in compliance with these requirements during the life of this Agreement, Contractor agrees to take appropriate steps to correct these deficiencies.

17. Applicable Law.

The laws of the State of New Mexico shall govern this Agreement, without giving effect to its choice of law provisions. Venue shall be proper only in a New Mexico court of competent jurisdiction in accordance with Section 38-3-1 (G) NMSA 1978. By execution of this Agreement, Contractor acknowledges and agrees to the jurisdiction of the courts of the State of New Mexico over any and all lawsuits arising under or out of any term of this Agreement.

18. Workers Compensation.

The Contractor agrees to comply with state laws and rules applicable to workers compensation benefits for its employees. If the Contractor fails to comply with the Workers Compensation Act and applicable rules when required to do so, this Agreement may be terminated by the City.

19. Professional Liability Insurance.

Contractor shall maintain professional liability insurance throughout the term of this Agreement providing a minimum coverage in the amount required under the New Mexico Tort

Claims Act. The Contractor shall furnish the City with proof of insurance of Contractor's compliance with the provisions of this section as a condition prior to performing services under this Agreement.

20. Other Insurance

If the services contemplated under this Agreement will be performed on or in City facilities or property, Contractor shall maintain in force during the entire term of this Agreement, the following insurance coverage(s), naming the City as additional insured.

A. Commercial General Liability insurance shall be written on an occurrence basis and be a broad as ISO Form CG 00 01 with limits not less than $2,000,000 per occurrence and $2,000,000 in the aggregate for claims against bodily injury, personal and advertising injury, and property damage. Said policy shall include broad form Contractual Liability coverage and be endorsed to name the City of Santa Fe their officials, officers, employees, and agents as additional insureds.

B. Business Automobile Liability insurance for all owned, non-owned automobiles, with a combined single limit not less than $1,000,000 per accident.

C. Broader Coverage and Limits. The insurance requirements under this Agreement shall be the greater of (1) the minimum coverage and limits specified in this Agreement, or (2) the broader coverage and maximum limits of coverage of any insurance policy or proceeds available to the Named Insured. It is agreed that these insurance requirements shall not in any way act to reduce coverage that is broader or that includes higher limits than the minimums required herein. No representation is made that the minimum insurance requirements of this Agreement are sufficient to cover the obligations of Contractor hereunder.

D. Contractor shall maintain the above insurance for the term of this Agreement and name the City as an additional insured and provide for 30 days cancellation notice on any Certificate of Insurance form furnished by Contractor. Such certificate shall also specifically state the coverage provided under the policy is primary over any other valid and collectible insurance and provide a waiver of subrogation.

21. Records and Financial Audit.

The Contractor shall maintain detailed time and expenditure records that indicate the date, time, nature and cost of services rendered during the Agreement's term and effect and retain them for a period of three (3) years from the date of final payment under this Agreement. The records shall be subject to inspection by the City. The City shall have the right to audit billings both before and after payment. Payment under this Agreement shall not foreclose the right of the City to recover excessive or illegal payments

22. Indemnification.

The Contractor shall defend, indemnify and hold harmless the City from all actions, proceeding, claims, demands, costs, damages, attorneys' fees and all other liabilities and expenses of any kind from any source which may arise out of the performance of this Agreement, caused by the negligent act or failure to act of the Contractor, its officers, employees, servants, subcontractors

or agents, or if caused by the actions of any client of the Contractor resulting in injury or damage to persons or property during the time when the Contractor or any officer, agent, employee, servant or subcontractor thereof has or is performing services pursuant to this Agreement. In the event that any action, suit or proceeding related to the services performed by the Contractor or any officer, agent, employee, servant or subcontractor under this Agreement is brought against the Contractor, the Contractor shall, as soon as practicable but no later than two (2) days after it receives notice thereof, notify the legal counsel of the City.

23. New Mexico Tort Claims Act

Any liability incurred by the City of Santa Fe in connection with this Agreement is subject to the immunities and limitations of the New Mexico Tort Claims Act, Section 41-4-1, et. seq. NMSA 1978, as amended. The City and its "public employees" as defined in the New Mexico Tort Claims Act, do not waive sovereign immunity, do not waive any defense and do not waive any limitation of liability pursuant to law. No provision in this Agreement modifies or waives any provision of the New Mexico Tort Claims Act.

24. Invalid Term or Condition.

If any term or condition of this Agreement shall be held invalid or unenforceable, the remainder of this Agreement shall not be affected and shall be valid and enforceable.

25. Enforcement of Agreement.

A party's failure to require strict performance of any provision of this Agreement shall not waive or diminish that party's right thereafter to demand strict compliance with that or any other provision. No waiver by a party of any of its rights under this Agreement shall be effective unless express and in writing, and no effective waiver by a party of any of its rights shall be effective to waive any other rights.

26. Notices.

Any notice required to be given to either party by this Agreement shall be in writing and shall be delivered in person, by courier service or by U.S. mail, either first class or certified, return receipt requested, postage prepaid, as follows:

To the City:
Water Division Director
801 W. San Mateo
Santa Fe, NM 87505

To the Contractor:

Jason Mumm
Financial Consulting Solutions Group, Inc. (dba FCS GROUP)
7525 166th Ave. NE, Ste. D-215,
Redmond, WA 98052

27. **Authority.**

If Contractor is other than a natural person, the individual(s) signing this Agreement on behalf of Contractor represents and warrants that he or she has the power and authority to bind Contractor, and that no further action, resolution, or approval from Contractor is necessary to enter into a binding contract.

IN WITNESS WHEREOF, the Parties have executed this Agreement as of the date of the signature by the required approval authorities below.

CITY OF SANTA FE:

ALAN WEBBER, MAYOR

DATE: Oct 2, 2021

CONTRACTOR:
FCS GROUP

Angel S Viernoche
NAME

Vice President
TITLE

DATE: 8/25/2021
CRS# 03-420605-00-1
Registration # 223967

ATTEST:

Kristine Mihelcic (Oct 3, 2021 11:59 MDT)

KRISTINE BUSTOS MIHELCIC, CITY CLERK
GB MTG 09/29/2021

CITY ATTORNEY'S OFFICE:

Marcos Martinez
Marcos Martinez (Aug 26, 2021 13:27 MDT)

SENIOR ASSISTANT CITY ATTORNEY

APPROVED FOR FINANCES:

MARY MCCOY, FINANCE DIRECTOR

Org. Name/Org#.
5050381.510300
5100331.510300
5000361.510300

AJH
AJH

Item# 25-0093
Munis Contract# 3203062
Original Contract Item# 21-0522
SWPA/GSA/Coop/RFP/ITB RFP 22/04/P

CITY OF SANTA FE
AMENDMENT No. 1 TO
PROFESSIONAL SERVICES Contract
ITEM# 21-0522

This AMENDMENT No. 1 (the "Amendment") amends the CITY OF SANTA FE PROFESSIONAL CONTRACT, dated October 2, 2021 (the "Contract"), between the City of Santa Fe (the "City") and Financial Consulting Solutions Group, Inc. (dba FCS Group) (the "Contractor"). The date of this Amendment shall be the date when it is executed by the City and the Contractor whichever occurs last.

RECITALS:

A. Under the terms of the Contract, Contractor has agreed to provide Utility Rate and Financial Services.

B. Pursuant to Article 13 of the Contract, and for good and valuable consideration, the receipt and sufficiency of which are acknowledged by the parties, the City and the Contractor agree as follows:

1. **COMPENSATION**

Article 2, paragraph A, subparagraphs 1 through 4 of the Contract are removed completely to eliminate the per Fiscal Year Cap, so that Article 2, paragraph A reads in its entirety as follows:

The total amount payable to the Contractor under this Agreement, including gross receipts tax and expenses, shall not exceed six hundred thirty-six thousand fifty-two dollars fifty one cents ($636,052.51) for the term of this Agreement.

3. **CONTRACT IN FULL FORCE.**

Except as specifically provided in this Amendment, the Contract remains and shall remain in full force and effect, in accordance with its terms.

IN WITNESS WHEREOF, the parties have executed this Amendment No. 1 to the City of Santa Fe Price Agreement, Contract Number 3203062 as of the dates set forth below.

CITY OF SANTA FE:

Alan Webber (Mar 17, 2025 10:39 MDT)

Alan Webber, Mayor

DATE: Mar 17, 2025

CONTRACTOR:
Financial Consulting Solutions Group, Inc

Jason Mumm (Jan 31, 2025 13:49 MST)

Jason Mumm, Principal

DATE: Jan 31, 2025

NMBTIN _____

ATTEST:

ANDREA SALAZAR (Mar 18, 2025 10:52 MDT)

ANDRÉA SALAZAR, CITY CLERK XIV

GB MTG 03/12/2025

CITY ATTORNEY'S OFFICE:

Marcos Martinez (Jan 31, 2025 13:52 MST)

SENIOR ASSISTANT CITY ATTORNEY

APPROVED FOR FINANCES:

Emily K. Oster

EMILY OSTER, FINANCE DIRECTOR

Item #_____
Original Contract Item # 21-0522
Munis Contract # 3203062
Original RFP # 22-04-P

CITY OF SANTA FE
AMENDMENT NO. 2 TO
PROFESSIONAL SERVICES CONTRACT
ITEM #21-0522

This AMENDMENT No. 2 (the "Amendment") amends CITY OF SANTA FE PROFESSIONAL SERVICES CONTRACT dated OCTOBER 2, 2021 (the "Contract"), between the City of Santa Fe (the "City") and FINANCIAL CONSULTING SERVICES GROUP, INC. (dba FCS GROUP), (the "Contractor"). The date of this Amendment shall be the date when it is executed by the City and the Contractor whichever occurs last.

RECITALS

WHEREAS, under the terms of the Contract, the Contractor has agreed to provide services described in section D of Article 1 of the Contract, which include rate model support financial on-call services which shall be initiated by a City-issued work order and shall be based on hourly rates and required contract time to complete the tasks identified in the City-issued work order; and

WHEREAS, the City has identified the need for rate model support financial on-call services for an additional $60,000 above the existing Not to Exceed Amount of six hundred thirty-six thousand fifty-two dollars and fifty-one cents ($636,052.51); and

. **WHEREAS**, pursuant to Article 13 of the Contract, and for good and valuable consideration, the receipt and sufficiency of which are acknowledged by the parties, the City and the Contractor agree as follows:

1. Compensation

Article 2 of the Contract is amended to increase the amount of compensation by a total of $60,000 so that Article 2 reads in its entirety as follows:

The total amount payable to the Contractor under this Agreement, including gross receipts tax and expenses, shall not exceed six hundred ninety-six thousand fifty-two dollars and fifty-one cents ($696,052.51) for the term of this Agreement.

2. Term

Article 3 of the Contract is hereby deleted in its entirety and substitute the following Article 3 in its place:

THIS AGREEMENT SHALL NOT BECOME EFFECTIVE UNTIL APPROVED BY THE CITY. This Agreement shall terminate on **October 1, 2025** unless terminated pursuant to paragraph 4, (Termination), or paragraph 5 (Appropriations). In accordance with Section 13-1-150 NMSA 1978, no contract term for a professional services contract, including extensions and renewals, shall exceed four years, except as set forth in Section 13-1-150 NMSA 1978.

3. CONTRACT IN FULL FORCE

Except as specifically provided in this Amendment, the Contract remains and shall remain in full force and effect, in accordance with its terms.

IN WITNESS WHEREOF, the parties have executed this Amendment No. 2 as of the dates set forth below.

CITY OF SANTA FE:

_____
ALAN WEBBER, MAYOR

DATE: _____

CONTRACTOR:

Jason Mumm
Jason Mumm (Mar 27, 2025 11:49 MDT)

JASON MUMM, PRINCIPAL

DATE: Mar 27, 2025

CRS # 03-420605-00-1

Registration # 223967

ATTEST:

_____
ANDRÉA SALAZAR, CITY CLERK

CITY ATTORNEY'S OFFICE:

Kevin L. Nault
Kevin L. Nault (Mar 27, 2025 13:58 MDT)
ASSISTANT CITY ATTORNEY

APPROVED FOR FINANCES:

Emily K. Oster
_____
EMILY K. OSTER, FINANCE DIRECTOR

CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY): 3/6/2025

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must have ADDITIONAL INSURED provisions or be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

PRODUCER
Klein Agency
P.O. Box 219
Timonium MD 21094

CONTACT NAME: Certificates
PHONE (A/C, No, Ext): 410-832-7600 **FAX (A/C, No):** (410) 832-1849
E-MAIL ADDRESS: certs@kleinagencyllc.com

INSURER(S) AFFORDING COVERAGE	NAIC #
INSURER A : The Charter Oak Fire Insurance Company	25615
INSURER B : The Travelers Indemnity Company of Connecticut	25682
INSURER C : Travelers Property Casualty Company of America	25674
INSURER D : Berkshire Hathaway Specialty Insurance Company	22276
INSURER E : Beazley Insurance Company, Inc.	37540
INSURER F :	

INSURED BOWMCON-03
FCS, A Bowman Company
FCS Group; Bowman Consulting Group, LTD
12355 Sunrise Valley Drive, Suite 520
Reston VA 20191

COVERAGES **CERTIFICATE NUMBER:** 363666181 **REVISION NUMBER:**

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDL INSD	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS	
A	X **COMMERCIAL GENERAL LIABILITY** [ ] CLAIMS-MADE [X] OCCUR X Contractual Liab GEN'L AGGREGATE LIMIT APPLIES PER: [ ] POLICY [X] PRO-JECT [ ] LOC OTHER:			630-A3238719-COF-24	8/31/2024	8/31/2025	EACH OCCURRENCE DAMAGE TO RENTED PREMISES (Ea occurrence) MED EXP (Any one person) PERSONAL & ADV INJURY GENERAL AGGREGATE PRODUCTS - COMP/OP AGG	$ 1,000,000 $ 1,000,000 $ 10,000 $ 1,000,000 $ 2,000,000 $ 2,000,000
B	**AUTOMOBILE LIABILITY** X ANY AUTO [ ] OWNED AUTOS ONLY [ ] SCHEDULED AUTOS X HIRED AUTOS ONLY [X] NON-OWNED AUTOS ONLY			810-5880B353-TCT-24	8/31/2024	8/31/2025	COMBINED SINGLE LIMIT (Ea accident) BODILY INJURY (Per person) BODILY INJURY (Per accident) PROPERTY DAMAGE (Per accident)	$ 1,000,000 $ $ $
C	X **UMBRELLA LIAB** [X] OCCUR **EXCESS LIAB** [ ] CLAIMS-MADE DED [ ] RETENTION $			CUP6J395074	8/31/2024	8/31/2025	EACH OCCURRENCE AGGREGATE	$ 25,000,000 $ 25,000,000
C	**WORKERS COMPENSATION AND EMPLOYERS' LIABILITY** ANYPROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? Y / N [N] **(Mandatory in NH)** If yes, describe under DESCRIPTION OF OPERATIONS below	N / A		UB6J317115	8/31/2024	8/31/2025	X PER STATUTE [ ] OTH-ER E.L. EACH ACCIDENT E.L. DISEASE - EA EMPLOYEE E.L. DISEASE - POLICY LIMIT	$ 1,000,000 $ 1,000,000 $ 1,000,000
D E	Primary Professional & Poll Liab Excess Professional & Poll Liab			47-EPP-330666-02 V3349C240301	8/31/2024 8/31/2024	8/31/2025 8/31/2025	Each Claim/Aggregate Excess Each Claim/Agg	$5,000,000 $5,000,000

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)
If required by an insured written contract, executed prior to any loss, The City of Santa Fe is an Additional Insured on a primary and non-contributory basis under the General and Auto Liability Policies. If required by an insured written contract, executed prior to any loss, Waiver of Subrogation is provided for General, Auto, and Workers Compensation Policies. Umbrella Policy follows form over General, Auto, and Employer's Liability Policies. 30 day notice of cancellation, 10 day for non-payment.

CERTIFICATE HOLDER

The City of Santa Fe
801 W. San Mateo
Santa Fe NM 87504

CANCELLATION

SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.

AUTHORIZED REPRESENTATIVE
Charles H. Fyfield

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Signature: 

Email: sxmoody@santafenm.gov

CITY OF SANTA FE

The Purchasing Memo

Date: April 2, 2025

To: Governing Body and Finance Committee and Quality of Life Committee

From: Julie Sanchez, Youth and Family Services Division Director

Via: Henri Hammond-Paul, Community Health and Safety Department Director

Subject: Approval of Grant Agreement from the State of New Mexico's Department of Finance and Administration in the amount of $90,000 for transitional housing and shelter facilities for victims of domestic violence. (Julie Sanchez, Youth and Family Services Division Director, jjsanchez@santafenm.gov)

Request for Approval of a Budget Amendment Resolution (BAR) to Budget $90,000 into FY25 Revenue and Expenses for transitional housing and shelter facilities for victims of domestic violence. (Julie Sanchez, Youth and Family Services Division Director, jjsanchez@santafenm.gov)

ITEM AND ISSUE:

Request for Approval of a Grant Agreement from the State of New Mexico's Department of Finance and Administration in the Total Amount of $90,000 for Transitional Housing and Shelter Facilities for Victims of Domestic Violence.(Julie Sanchez, Youth and Family Services Division Director; jjsanchez@santafenm.gov)

1. Requests for Approval of a Budget Amendment Resolution (BAR) in the Total Amount of $90,000 into FY 25 Revenue and Expenses for Transitional Housing and Shelter Facilities for Victims of Domestic Violence.

BACKGROUND AND SUMMARY:

The City of Santa Fe has received an appropriation from the State of New Mexico's Department of Finance and Administration for $90,000 to reimburse funding for transitional housing and shelter facilities for victims of domestic violence. All reimbursement requests must be made by July 15th, 2025.

PRIOR APPROVALS AND SUPPORTING INFORMATION:

FUNDING SOURCE:

Fund Name/Number: [Human Services Fund/240]

Munis Org Name/Number: [Youth and Family/2400122]

Munis Object Name/Number: [Furniture and Fixtures >$5000/570600]

Budget Officer / Designee: Andy Hopkins **Date:** Apr 3, 2025

Budget Officer Comment/Exceptions: -

ASSOCIATED APPROVALS:

IT Components included? ☐ **Yes |** ☒ **No**

Approval: _____ **Title:** _____ **Date:** _____

Comment/Exceptions: _____

Vehicles included? ☐ **Yes |** ☒ **No**

Approval: _____ **Title:** _____ **Date:** _____

Comment/Exceptions: _____

Construction to City Facilities, Furniture, and/or Fixtures included? ☐ **Yes |** ☒ **No**

Approval: _____ **Title:** _____ **Date:** _____

Comment/Exceptions: _____

Is this an externally funded purchase? ☐ **Yes |** ☒ **No**

If yes, what is the issuing agency: _____

Approval: _____ **Title:** _____ **Date:** _____

Comment/Exceptions: _____

Is this a Capital Asset or Project? ☐ **Yes |** ☒ **No**

Project Ledger Number: _____

Approval: _____ **Title:** _____ **Date:** _____

Comment/Exceptions: _____

ATTACHMENTS:

Grant agreement
Budget Amendment Resolution (BAR)
Project Ledger

Log # *{Finance use only}*:	
Journal # *{Finance use only}*:	

City of Santa Fe, New Mexico
BUDGET AMENDMENT RESOLUTION (BAR)

DEPARTMENT / DIVISION NAME	DATE
Community Health and Safety/Communtiy Services/Youth and Family Services Division	3/27/2025

ITEM DESCRIPTION	ORG	OBJECT	PROJECT	INCREASE	DECREASE
EXPENDITURES				*{enter as positive #}*	*{enter as negative #}*
Furniture and Fixtures > $5000	2400122	570600	COM2524002	90,000.00	
REVENUES				*{enter as negative #}*	*{enter as positive #}*
NM Department of Finance and Administration	2400122	490210	COM2524002	(90,000)	
				$ -	$ -

JUSTIFICATION: *(use additional page if needed)*
--Attach supporting documentation/memo

NM Department Finance and Adminstration Grant 24-Z15052-15 for Transitional Housing and Shelter Facilities for Domestic Violence for Facilities in New Mexico.

{Complete section below if BAR results in a net change to ANY Fund}

Fund(s) Affected	Fund Balance Increase/(Decrease)
TOTAL:	**0**

Marcella Apodaca — 3/27/2025
Prepared By *{print name}* — Date

JULIE SANCHEZ (Apr 2, 2025 13:37 MDT) — Apr 2, 2025
Division Director Signature *{optional}* — Date

Apr 2, 2025
Department Director Signature — Date

{Use this form for Finance Committee/ City Council agenda items ONLY}

CITY COUNCIL APPROVAL

City Council Approval Date

Agenda Item #:

Andy Hopkins — Apr 3, 2025
Budget Officer — Date

Finance Director *{≤ $5,000}* — Date

City Manager *{≤ $60,000}* — Date

City of Santa Fe New Mexico

Finance Department

Project Ledger Request Form

Date of Request: 3/6/2025

Project Title: Consuelo's Place Furniture

Project Type: ☐ CIP ☑ Grant ☑ Internal Tracking

Project ID: COM2524002

Grant ID: S2562

Approved By: Erika Lujan (Mar 28, 2025 17:19 MDT)

CT (Finance Use Only)

Department: Community Health and Safety Project Manager: Julie Sanchez Ext: 6678

Project Date Range: 3/6/2025 to 6/30/2025 ☐ Create Fixed Asset

---

☐ Multi-Funding (complete all funding sources, should equal 100%)

Funding Source: NM Department of Finance and Administration % of Funding: 100

MUNIS ORG: 2400122 MUNIS OBJ: 490210 Awarded Amount: 90,000

Funding Source: _____ % of Funding: _____

MUNIS ORG: _____ MUNIS OBJ: _____ Awarded Amount: _____

Expense String Phase:

A project must have at least one phase identified, this can be used as an additional level of tracking, for example, CIP - Design, Construction, etc. For Grants can be used as reimbursable types, such as transportation, salaries.

(You can create more than one phase and you can default MUNIS ORGs and OBJs, optional)

Phase: Furnitures and Fixtures MUNIS ORG: 2400122 MUNIS OBJ: 570600

Grants Only (list all grants if applicable):

Grantor Name: NMDFA CAP# 24-Z15052-15 Awarded Amount: 90,000

AR Charge Code: 2400122.490210 ☐ Grant funds multiple projects (Complete a form for each project)

Grantor Id: 700007 Federal CFDA (if applicable): N/A

Grantor Name: _____ Awarded Amount: _____

AR Charge Code: _____ ☑ Grant funds multiple projects (Complete a form for each project)

Grantor Id: _____ Federal CFDA (if applicable): _____

(If grants please provide all grant award documents with form) ☑ Attached Grant Documentation

REIMBURSING AGENCY: Department of Finance and Administration

Business Unit: 341

APPROPRIATIONRECIPIENT:

City of Santa Fe

APPROPRIATION NUMBER:	APPROPRIATION AMOUNT:	REVERSION DATE:
24-ZI5052-15	**$90,000**	**June 30, 2025**

APPROPRIATION LANGUAGE

Ninety Thousand dollars ($90,000) for transitional housing and shelter facilities for victims of domestic violence for facilities in New Mexico. Funds unexpended by June 30th, 2025, will be reverted to the State of New Mexico's general fund unless reauthorized by the state legislature.

APPROPRIATION REIMBURSMENT

The appropriation funds will be disbursed through a reimbursement process. The Appropriation Recipient will submit to the Reimbursing Agency the Exhibit A: Request for Payment form along with supporting document(s) that evidence the expenses to be reimbursed. The Reimbursing Agency will review these documents to ensure all expenses to be reimbursed reflect the intent and purpose of the appropriation language. All expenditures for which the Appropriation Recipient requests reimbursement must occur prior to the reversion date. The latest date the Appropriation Recipient may submit a Request for Payment is July 15th, 2025. With the submission of the final Exhibit A: Request for Payment, the Appropriation Recipient must include a completed Exhibit B: Final Report form in order to receive the final reimbursement.

CERTIFICATION

I hereby certify that City of Santa Fe

1. Will only use the appropriation funds to carry out and/or perform activities described in appropriation language.
2. Will comply with State Procurement Code and execution of binding written obligations or purchase orders with third party contractors or vendors for the provision of services, including professional services, or the purchase of tangible personal property and real property for the project.
3. Ensures that the appropriation funds only benefit entities in accordance with applicable law, including, but not limited to Article IX, Section 14 of the Constitution of the State of New Mexico, "Anti-Donation Clause."
4. Will follow the procedure described in "Appropriation Reimbursement" for reimbursement of appropriated funds.

_____ _____

Appropriation Recipient Representative — Date

_____ _____

Appropriation Recipient CFO — Date

APPROVAL

In accordance with the authority conferred on the Department of Finance & Administration by the statute appropriating these funds, I hereby approve this certification for appropriation number 24-ZI5052-15 in the amount of $90,000.

_____ _____

Cecilia Mavrommatis — Date
Director, Local Government Division

IN WITNESS WHEREOF, the Parties have executed this Appropriation as of the date of their signatures by the required approval authorities.

CITY OF SANTA FE:

_____
CITY MANAGER

DATE: _____

ATTEST:

_____
CITY CLERK

CITY ATTORNEY'S OFFICE:

_____
ASSISTANT CITY ATTORNEY

APPROVED FOR FINANCES:

_____
FINANCE DIRECTOR

STATE OF NEW MEXICO

HB2 Transitional Housing Appropriation

Request for Payment Form

Exhibit A

I. Grantee Information

(Make sure information is complete & accurate)

A. Grantee: _____

B. Address: _____

(Complete Mailing, including Suite, if applicable)

_____

City, State, Zip

C. Contact Name/Phone #: _____

D. Grant No: _____

E. Project Title: _____

F. Grant Expiration Date: _____

II. Payment Computation

A. Payment Request No. _____

B. Grant Amount: $0

C. AIPP Amount *(If Applicable)* : $0

D. Funds Requested to Date: $0

E. Amount Requested this Payment: $0

F. Reversion Amount (*If Applicable*): $0

G. Grant Balance: $0

H. ☐ GF ☐ GOB ☐ STB (*attach wire if first draw*)

I. ☐ Final Request for Payment (*if Applicable*)

III. Fiscal Year :

(The State of NM Fiscal Year is July 1, 20XX through June 30, 20XX of the following year)

IV. ☐ Compliance Certification:

Under penalty of law, I hereby certify to the best of my knowledge and belief, the above information is correct; expenditures are properly documented, and are valid expenditures or actual receipts; and that the grant activity is in full compliance with Article IX, Sec. 14 of the New Mexico Constitution known as the "anti donation" clause.

Grantee Fiscal Officer
or **Fiscal Agent** (*if applicable*)

Printed Name

Date:

Grantee Representative

Printed Name

Date:

(State Agency Use Only)

Vendor Code: _____ **Fund No.:** _____ **Loc No.:** _____

I certify that the State Agency financial and vendor file information agree with the above submitted information.

Division Fiscal Officer Date

Division Project Manager Date

REIMBURSING AGENCY: Department of Finance and Administration

Business Unit: 341

STATE OF NEW MEXICO
HB2 Transitional Housing Final Report Form
Exhibit B

Appropriation Recipient: _____

Appropriation Number: _____

Use of Appropriation Funds	**Amount**
Capital Expenses	$0
Other	$0
	$0
	$0
Total Amount of Appropriation Funds Expended	$0

Narrative *Describe the outcomes, results, benefit, and or uses of the appropriation funds*

CITY OF SANTA FE

The Purchasing Memo

Date: April 23, 2025

To: Governing Body and Finance Committee

From: Erminia Tapia, Business Operations Manager

Via: Emily K. Oster, Finance Department Director Emily K. Oster

Clarence Romero, Treasury Officer CLARENCE ROMERO

Subject: Amendment No. 1 Wells Fargo Master Banking Services Agreement

Vendor Name: Wells Fargo

Munis Vendor Number: 2901

ITEM AND ISSUE:

The Finance Department respectfully requests your review and approval of Amendment No. 1 to Item #24-0582 with Wells Fargo Bank, N.A., for the Master Banking Services Agreement. Amendment No. 1to extend the term to automatically renew for a successive eight (8) one (1) years terms after the effective date and shall expire on September 26, 2034.

CONTRACT NUMBER:

The FY25 Munis contract number is 3250264.

BACKGROUND AND SUMMARY:

The City of Santa Fe requires a sophisticated financial institution to partner with, in order to provide financial services to public, vendors, and employees while prudently and efficiently managing the many financial transactions to the City engages on a daily, weekly and monthly basis. It is imperative and critical to have a Fiscal Agent Contract and is requited to stay in compliance with federal, state and municipality oversights.

PRIOR APPROVALS AND SUPPORTING INFORMATION:

FUNDING SOURCE: Various

Budget Officer / Designee: Andy Hopkins **Date:** 04/24/2025

Budget Officer Comment/Exceptions: -

PROCUREMENT METHOD:

The procurement method used was NMSA 1978, Section 13-1-129, Existing Agreement

The City of Farmington has established a Price Agreement through a Request for Proposals (RFP) #23-148976 for Master Banking Services awarded to Wells Fargo Bank on August 14, 2024.

Chief Procurement Officer (CPO) / Designee: _____ **Date:** 04/24/2025

CPO Comment/Exceptions: _____

ATTACHMENTS:
Original contract packet #24-0582

Item #: _____
Munis Contract #: 3250264
Original Contract Item #: 24-0582
City of Farmington Contract #: RFP23-148976

AMENDMENT NO. 1 TO
BANKING AGREEMENT BETWEEN THE
CITY OF SANTA FE AND WELLS FARGO BANK, N.A.
ITEM #24-0582

This AMENDMENT No. 1 (the "Amendment") amends the BANKING AGREEMENT BETWEEN THE CITY OF SANTA FE AND WELLS FARGO BANK, N.A., dated September 27, 2024 (the "Contract"), between the City of Santa Fe (the "City") and **WELLS FARGO BANK, N.A.** (the "Contractor"). The date of this Amendment shall be the date when it is executed by the City and the Contractor whichever occurs last.

RECITALS:

A. Under the terms of the Contract, Contractor has agreed to provide the City with banking and treasury management services, as specified in its Master Banking Services Agreement with the City of Farmington, Contract #RFP23-148976 ("MBSA").

B. Pursuant to Article 3 of the Contract, all provisions of the MBSA not specifically set forth in the Contract apply, except to the extent that they conflict with the Contract.

C. Section 4 of the Contract allows the Bank and the City to renew the term of the Contract for up to nine (9) additional one (1) year terms. For good and valuable consideration, the receipt and sufficiency of which are acknowledged by the parties, the City and the Contractor agree to amend the Contract as follows:

1. TERM AND PRICING:

The Contract shall be effective when signed by the City and the Bank ("Effective Date") and shall automatically renew for successive eight (8) one (1) year terms years after the Effective Date, and shall expire on September 26, 2034, unless otherwise not renewed or terminated by the parties in accordance with the Contract.

Either party may elect not to renew the Contract by providing thirty (30) days written notice prior to the expiration of the Contract's current one (1) year term. The Bank reserves the right to propose increased pricing on the Contract, by providing 60 days written notice prior to the expiration of the current term, up to the amount of any price related increases the Bank has agreed to with the City of Farmington for the subsequent year term. The City shall have the right not to accept the increased pricing and may provide notice that the Contract will not be renewed, provided that it provides written notice of the same, at least thirty days prior to the expiration of the Contract's current one (1) year term.

2. CONTRACT IN FULL FORCE

Except as specifically provided in this Amendment, the Contract remains and shall remain in full force and effect, in accordance with its terms.

IN WITNESS WHEREOF, the parties have executed this Amendment Number 1 to the Contract as of the dates set forth below.

CITY OF SANTA FE:

_____
ALAN WEBBER, MAYOR

DATE: _____

CONTRACTOR:

Mark A. Jensen
Mark A. Jensen (Apr 22, 2025 13:26 PDT)
Mark A. Jensen, Senior Vice President

DATE: Apr 22, 2025
NMBTIN: _____

ATTEST:

_____
CITY CLERK

CITY ATTORNEY'S OFFICE:

Marcos Martinez
Marcos Martinez (Apr 22, 2025 14:27 MDT)
SENIOR ASSISTANT CITY ATTORNEY

APPROVED FOR FINANCES:

Emily K. Oster

FINANCE DIRECTOR

CITY OF SANTA FE

Date: September 17, 2024

To: Mayor Alan Webber and Governing Body
Finance Committee

Via: Emily Oster, Finance Director Emily K. Oster

From: **Travis Dutton-Leyda, CPO**

Subject: **Fiscal Agent/Master Banking Services Agreement**

Vendor Name: **Wells Fargo Bank**

Vendor Number: **2901**

ITEM AND ISSUE:

The Finance Department respectfully request your review and approval of Fiscal Agent for banking services. Request for the Approval of an Agreement in the total amount of $1,000,000.00 for Fiscal Year 25, all future years shall be based on utilization, rebates, and budget.

Department Contact Info: Travis Dutton-Leyda; 505-629-8351; tkduttonleyda@santafenm.gov
Clarence Romero; 505-955-6547; clromero@santafenm.gov

BACKGROUND AND SUMMARY:
The City of Santa Fe requires a sophisticated financial institution to partner with in order to provide financial services to the public, vendors, and employees while prudently and efficiently managing the many financial transactions the City engages on a daily, weekly, monthly basis. It is imperative and critical to have a Fiscal Agent contract and is required to stay in compliance with federal, state and municipality oversights.

PROCUREMENT METHOD:
The City of Farmington has established a Price Agreement through a Request for Proposals (RFP) #23-148976 for Master Banking Services, awarded to Wells Fargo Bank on August 14, 2024. The agreement's initial term extends until April 30, 2025, with the option to renew for up to an additional nine (9) years.

Chief Procurement Officer Approval:_____ **Date:**_____
Comment/Exceptions: NMSA 1978, Section 13-1-129

Supporting Information:

CONTRACT NUMBER: ***3250187***

$$$$$ SOURCE/REVENUE: ☒Expense | ☐Revenue

The funding source is:
Various

Budget Officer Approval: Andy Hopkins **Date:**_____
Comment/Exceptions: _____

Grant ☐Yes | ☒ No

Project ☐Yes | ☒ No

CAPITAL ASSET (will this procurement result in a tangible item that costs more than $5,000
☐Yes | ☒ No

Capital Project:
(New and improvement projects that are going to cost $10,000 or more)
☐ Yes | ☒ No

Was this service deemed construction: ☐ Yes | ☒ No

Department Approvals:
IT Components: ☐ **Yes | ☒ No**
Vehicles: ☐ **Yes | ☒ No**
Facilities, Furniture, Fixtures, Equipment: ☐ **Yes | ☒ No**

ATTACHMENTS:

Contract between Wells Fargo and Farmington <-bases for Santa Fe's contract
Certificate of Liability Insurance
General Services Contract – Wells Fargo
CPO Service Determination/Email
Horizons Declination
Farmington's RFP and Proposals will be stored in the Munis contract record

BANKING AGREEMENT BETWEEN THE CITY OF SANTA FE AND WELLS FARGO BANK, N.A.

25th day of September, 2024

This Agreement ("Agreement") is made and entered into this ~~___th day of August, 2024~~ by and between City of Santa Fe (the "City"), and Wells Fargo Bank, N.A. ("Bank").

RECITALS:

A. On or about May 21, 2024, Bank entered into a Master Banking Services Agreement with the City of Farmington ("Farmington") to provide banking and treasury management services ("MBSA"), procured and awarded through a competitive and open procurement process; and

B. The City represents that it has the authority to enter into the Agreement with Bank, as a procurement under an existing contract, pursuant to New Mexico law, NMSA 1978, sec. 13-1-129.

AGREEMENT:

NOW THEREFORE, in consideration for the mutual promises contained herein, the parties agree as follows:

1. Services Purchased: Bank shall provide to the City the banking and treasury management services, as specified in the MBSA including the exhibits referenced in that section. A copy of the MBSA (including all Exhibits and Addendum) is attached as **Exhibit A** to the Agreement and incorporated herein.

2. Payment: Payment to the Bank shall be made in accordance with the City of Farmington pricing as set forth in the MBSA. For the sake of clarity, the City of Farmington pricing (applicable to the City) is set forth herein as Exhibit B to the Agreement and incorporated herein.

3. Terms and Conditions of MBSA Apply: Except as set forth herein, all provisions of the MBSA are incorporated in and shall apply to this Agreement (except for San Juan County's pricing) as though fully set forth herein, including that all references to the City of Farmington shall mean the City of Santa Fe. For the avoidance of doubt, the Agreement will not be affected by any subsequent amendments to or termination of the MBSA, which will be applicable solely to the relationship between City of Farmington and Bank. Any subsequent amendment or modification to the Agreement must be made in accordance with the terms hereof and would be subject to any applicable restriction or limitation under applicable law.

4. Term: This Agreement shall commence upon execution by the parties and shall continue until April 30, 2025 with the parties having the option to mutually agree in writing to renew for up to nine (9) additional one (1) year terms.

5. Conflicts: If there is a conflict between the terms and conditions of Exhibit A and the terms and conditions of this Agreement, those of this Agreement will control. If there is a conflict among terms and conditions within the documents that make up Exhibit A, such conflict will be resolved as set forth in Exhibit A.

6. Notices: All notices to the City shall be sent to:

Travis Dutton-Leyda
Chief Procurement Officer
City of Santa Fe Purchasing Division
200 Lincoln Avenue
Santa Fe, N.M.
87504-0909

Bank:

Mark A. Jensen
Senior Vice President
Wells Fargo Bank, N.A.
8601 N. Scottsdale Rd, Suite 240
MAC S4035-02D
Scottsdale, AZ 85253-2736

7. Miscellaneous: For the sake of clarity, all provisions in the MBSA imposing any indemnification obligations on the City shall be treated as reimbursement provisions to the extent not expressly prohibited by New Mexico law.

IN WITNESS WHEREOF, the parties hereto have executed this Agreement as of the date first set forth above.

WELLS FARGO BANK, N.A.

By: Mark A. Jensen
Mark A. Jensen (Aug 29, 2024 08:46 PDT)

Title: Senior Vice President

CITY OF SANTA FE

By:
Alan Webber (Sep 27, 2024 10:53 MDT)
ALAN WEBBER, MAYOR

ATTEST:

By:
GERALYN CARDENAS, INTERIM CITY CLERK
GB MTG 09/25/2024 xiv

CITY ATTORNEY'S OFFICE:

By: Marcos Martinez
Marcos Martinez (Aug 29, 2024 09:51 MDT)
MARCOS MARTINEZ, SENIOR ASSISTANT CITY ATTORNEY

FINANCE:

By: Emily K. Oster
EMILY OSTER, FINANCE DIRECTOR

MASTER BANKING SERVICES AGREEMENT

This Master Banking Services Agreement (this "**Agreement**") is entered into as of the ~~21st day of May, 2024~~ 25th day of September, 2024 by and between Wells Fargo Bank, N.A. ("**Bank**"), and City of Farmington (the "**City**").

Recitals

WHEREAS, the City issued Request for Proposal for the provision of banking services on October 16, 2022, (the "**RFP**") to which the Bank submitted its response dated December 14, 2022 (the "**Bank's Response**," further described below);

WHEREAS, on the basis of the Bank's Response, the City has determined to engage the Bank to provide certain banking services (each, a "**Service**" and collectively, the "**Services**") all as provided in the Bank's Response and set forth in this Agreement.

Agreement

1. Service Documentation. Bank shall provide, and the City shall accept, the Services pursuant to the terms and conditions of the "**Service Documentation**" which includes:

1.1 This framework agreement (i.e., the first five (5) pages of this Agreement);

1.2 The negotiated (1) Master Agreement for Treasury Management Services, (2) Commercial Account Agreement and (3) the Service Description for each Service) (each, a "Service Description") (collectively attached as Exhibit A);

1.3 The Bank's Response, incorporated by reference herein, including (i) all of its exhibits and addendum, including the Master Agreement for Treasury Management Services and the Service Description and (ii) the commercial account agreement for the deposit accounts that the City maintains at Bank (the "**Deposit Agreement**" or "Commercial Account Agreement"); and

1.4 The RFP, incorporated by reference herein.

If there is a conflict among the documents that make up the Service Documentation, the documents will govern in the order set forth above.

The Service Documentation constitute the entire agreement between Bank and the City and supersedes all prior representations, conditions, warranties, understandings, proposals, or agreements regarding a Service. No course of dealing or waiver of any right on one occasion will constitute a modification of the above referenced documents or be a waiver of that right on a subsequent occasion.

2. Services; Additional Services. If the City requests and Bank agrees to provide additional services after the date of this Agreement, which are governed by additional service descriptions, pricing or other documents, the Bank shall provide a copy of those documents to City and the terms and conditions thereof shall be deemed to be incorporated herein by reference without the need to either amend this Agreement or to add such service descriptions, pricing or other documents as attachments to this Agreement.

Bank may change (or add to) the terms in the Service Documentation in its discretion if such change (or addition) is (i) in response to a change in or required by Applicable Law or interpretations thereof or (ii) a Bank-wide change affecting substantially all customers who use the Services or a specific Service. If an enhancement to a Service or other change requires a

change to a Service Description, Bank will post an updated Service Description on Vantage. Bank will notify City of changes to terms or fees (which notification may be by electronic means, including via Vantage) at least 30 days before the change takes effect, unless such change is in response to a change in or required by Applicable Law or interpretation thereof and such prior notice is not reasonably feasible. If City continues to use a Service after the change takes effect, City will be bound by the change. Notwithstanding the foregoing, Bank will not change the fees for the Services prior to 30 days unless such change is in response to a change in or required by Applicable Law or interpretation thereof. Except as set forth above and in this Agreement, changes to the Service Documentation require City and Bank's written approval. As used in this Agreement, the term "Applicable Law" means all applicable laws (including common or customary laws), statutes, constitutions, policies, decrees, judgments, treaties, regulations, directives, by-laws, rulings, orders or operating circulars governing our activities and/or any transaction effected under this Agreement, including, but not limited to, the funds transfer system and clearing and settlement house rules.

3. Term and Termination.

This Agreement shall have an initial term starting on May 1, 2024, and ending on April 30, 2025, with the parties having the option to mutually agree in writing to renew for up to nine (9) additional one (1) year periods, subject to the appropriation of funds by the City Council.

This Agreement may be terminated by either party without cause upon thirty (30) days prior written notice (unless a Service is terminated sooner in accordance with these Service Documentation). This Agreement may be terminated by the City with cause following notice to Bank of a breach of the Agreement and the Bank's failure to cure the breach within thirty (30) days of the date of such notice. Bank may also terminate the Agreement for cause (a) following notice to the City of a breach of any provision of the Service Documentation and the City's failure to cure the breach within thirty (30) days of the date of such notice, or (b) without notice to the City if (i) The City is subject to any insolvency or bankruptcy proceeding, or any receivership, liquidation, reorganization, or other similar proceeding, or the City enters into any agreement or proceeding for voluntary liquidation, dissolution, composition with or assignment for the benefit of creditors or other winding up, (ii) Bank reasonably suspects that an Account associated with a Service has been compromised or otherwise subject to irregular, unauthorized, fraudulent, or illegal activity, (iii) The Bank determines in its sole discretion that continuing to provide a Service may place the Bank at risk of financial loss or result in an unacceptable credit exposure, (iv) Bank determines in its sole discretion that a material adverse change has occurred in the City's ability to perform its obligations under the Service Documentation, or in the ability of a Guarantor to perform its obligations under a Guaranty, or (v) the Account necessary to provide a Service is closed. The termination of a Service will not affect the City's or the Bank's rights with respect to transactions occurring before termination. Bank will not be liable to the City for any losses or damages the City may incur as a result of any termination of any Service or this Agreement.

4. Service Fees. The City shall pay Bank the fees for the Services as set forth in Exhibit B, Exhibit F (Cost Proposal) of Bank's Response. Billing statements will be provided monthly and debited from the City's designated account the following month for any fees not covered by earnings credits and any taxes that are due. Bank reserves the right to modify pricing to reflect the impact of any changes in law, regulations or interpretations thereof. Bank also reserves the right to change its pricing methodology, including element IDs for a particular service, so long as the change does not increase the total price of such service to the City (unless permitted under the immediately preceding sentence).

5. Representations and Warranties.

5.1 Mutual Representations and Warranties. Each of the parties hereto represents and warrants to the other party that: (i) such party is duly organized and in good standing in all appropriate jurisdictions; (ii) each party is fully authorized to execute and perform under this Agreement and the execution of and performance under this Agreement does not violate any law, regulation, contract or organizational document by which such party is bound; and (iii) the individual(s) executing this Agreement on behalf of such party has full corporate and/or organizational authority to do so;

5.2 The City warrants it will not use any Service in a manner which violates any federal or state law including without limitation any sanction or control administered by the Office of Foreign Assets Control or Bureau of Export Administration.

5.3 If the City employs an agent in connection with its use of any Service, the City represents and warrants to Bank that (a) the City's governing body has duly authorized the agent and (b) The City will exercise appropriate controls to ensure each agent so authorized does not exceed the authority so granted to it. Any communication to Bank regarding the City's use of a Service from the City's agent will be deemed to be a communication from the City, and the City authorizes Bank to communicate with the City's agent regarding any such communication or Service.

5.4 Neither Bank nor any software vendor makes any express or implied representations or warranties with respect to the Services or any software used in connection with the Services including without limitation any warranty as to the merchantability or fitness for a particular purpose, other than those expressly set forth in the Service Documentation.

6. Bank's Liability and Indemnification.

6.1 Bank's Indemnification.

(a) During the term of this Agreement, Bank will indemnify, defend and hold harmless the City and its officers, directors, employees, agents and assigns (the "Indemnified Parties") from and against all claims, losses, demands, liability, judgments, awards, interest, attorney's fees and costs (collectively, "Losses") arising out of, or resulting from the performance of the services provided hereunder which are, in each case, directly caused in whole or in part by the negligent or intentional misconduct of Bank or any of its officers, directors, employees, agents, or subcontractors, except to the extent such Losses are caused by the negligence or intentional misconduct of any Indemnified Party.

(b) During the term of this Agreement, Bank will indemnify, defend and hold harmless the Indemnified Parties against any allegation that materials or services provided by the Bank under this Agreement infringe or violate any copyright, trademark, patent, trade secret, or any other intellectual, property or proprietary right of any third party. Notwithstanding the foregoing, Bank shall have no liability for such infringements or violations based on (i) any unauthorized alteration or modification of the materials or services by any party other than Bank, (ii) use of the materials or services in any manner other than as permitted under this Agreement, (iii) use of the materials or services in combination with any equipment or software not authorized

by Bank or reasonably intended for use with the materials or services, or (iv) Bank's compliance with specific information or instructions provided to Bank by any Indemnified Party.

In no event will Bank be liable under paragraph (a) or (b) above for any indirect, special, consequential or punitive damages, whether or not the likelihood of such damages was known to Bank, and regardless of the form of the claim or action or the legal theory on which it is based. Bank's aggregate liability under paragraphs (a) and (b) above will be limited to an amount not to exceed 10 times Bank fees incurred during the calendar month immediately preceding the calendar month in which such loss or damages were incurred (or, if no Bank fees were incurred in such month, Bank fees incurred in the month in which the losses or damages were incurred).

If any Indemnified Party determines to seek indemnification from Bank under paragraph (a) or (b) above, the Indemnified Party shall provide written notice of the suit, claim or action to Bank as soon as practicable but in any event not later than fifteen (15) business days following the Indemnified Party's receipt of notice of such suit, claim or action. Notwithstanding the above, the Indemnified Party's written notice must provide Bank with a reasonable amount of time to be able to timely respond to any suit, claim or action. Said written notice shall specify in detail: (i) the facts constituting the basis for the allegations and (ii) if known, the aggregate amount of Losses for which a claim is being made, or to the extent that such Losses are not known or have not been incurred at the time such claim is made, an estimate, to be prepared in good faith and accompanied by supporting documentation, of the aggregate potential amount of such Losses.

In the case of any suit, claim or action for which indemnification is sought by any Indemnified Party under paragraph (a) or (b) above, the Indemnified Party shall permit Bank to assume and control the defense or settlement of such suit, claim or action at Bank's expense. The Indemnified Parties and Bank shall reasonably cooperate in the investigation, pre-trial activities, trial, compromise, settlement, discharge and/or defense of any suit, claim or action for which indemnification is sought under paragraph (a) or (b) above, and the records and employees of the Indemnified Parties shall be made reasonably available to Bank with respect to such defense.

7. Miscellaneous.

7.1 The Service Documentation will be governed by substantive federal laws, regulations and rules and, to the extent such laws, regulations and rules are not applicable, those of the State of New Mexico, without regard to conflicts of laws principles. Any portion of the Service Documentation which is inconsistent with applicable laws, regulations or rules will be deemed modified and applied in a manner consistent therewith, and Bank will incur no liability to the City as a result of the inconsistency or modification and application. If any portion of the Service Documentation is deemed unenforceable, it will not affect the enforceability of the remaining Service Documentation. Venue for any action arising out of or relating to this Agreement shall lie in state or federal courts in or for San Juan County, New Mexico. UNLESS PROHIBITED BY APPLICABLE LAW, BANK AND CITY HEREBY IRREVOCABLY WAIVE ALL RIGHT TO, AND WILL NOT SEEK, TRIAL BY JURY IN ANY ACTION OR PROCEEDING ARISING OUT OF THIS AGREEMENT OR THE SERVICE DOCUMENTATION.

7.2 Either party may provide notice to the other party by mail, personal delivery, or electronic transmission. Bank will use the most recent address for the City in Bank's

records, and any notice from Bank will be effective when sent. The City will use the address where the City's relationship manager or other manager is located and address any notice to the attention of such manager. Any notice from the City will be effective when actually received by Bank. Bank will be entitled to rely on any notice from the City that it believes in good faith was authorized by an authorized representative of the City and, except as expressly stated in the Service Documentation, will have no obligation to verify the signature (including an electronic signature).

7.3 This Agreement may be executed in any number of counterparts, which when taken together shall constitute one complete original of this Agreement. This Agreement may be executed and delivered via facsimile or any electronic means, such as email.

7.4 For the sake of clarity, except as expressly set forth in the Service Documentation, no modifications, amendments, or alterations in the terms or conditions to the Agreement shall be effective unless contained in a written document executed by City and Bank.

7.6 Bank will perform its obligations under this Agreement in accordance with: (i) applicable Federal laws, (ii) applicable state and local laws and regulations to the extent, in Bank's opinion, compliance would not conflict with applicable federal laws or industry banking practice or its own policies and procedures and (iii) Bank's Service Documentation.

7.7 Nothing in this Agreement gives rise to a right, expectation, or other entitlement on the part of the City to inspect, audit, examine, or visit any Bank data center, facilities, systems, networks or equipment; or (2) any technology documentation, test or scan results, or any other artifact relating to Bank's security practices. Bank can allow City to conduct audits of relevant records with reasonable prior notice during normal business hours in accordance with Bank's policies for the purpose of verifying the accuracy of amounts charged or compliance with contractual financial and record-keeping requirements.

7.8 Nothing in this Agreement shall be construed to alter or waive the City's rights under the New Mexico Tort Claims Act.

7.9 To the extent that any provision in this Agreement shall be finally determined by a court of competent jurisdiction to be void, illegal or otherwise unenforceable, the same shall have no effect upon the enforceability of the remaining provisions of this Agreement.

Each of the parties hereto agrees to be bound by the terms and conditions of this Agreement and each of the Attachments, as of the above written date.

City of Farmington

By: _____

Name: Nate Duckett

Title: Mayor

Wells Fargo Bank, N.A.

By: _____

Name: Rachel Brown

Title: Senior Commercial Relationship Manager

CITY OF FARMINGTON INCORPORATED SEAL (SEAL) 1901 ATTEST NEW MEXICO

Andrea Jones
City Clerk

Date: 6/4/24

Approves Compliance NMSA 1978 Annotated, Chapter 13 Public Purchases and Property:

Jennifer Rowland, Acting
Chief Procurement Officer

Date: 5/30/2024

Department Head Approval

Date: 5/30/2024

Legal Department Approved to Form

Exhibit A Negotiated Service Documentation Table of Contents

Master Agreement for Treasury Management Services

Commercial Account Agreement

Acceptance of Services

ACH and Related Services Service Description

Check Cashing Service Description

Check Collections Service Description

Check Disbursements and Fraud Prevention Services Service Description

Information Reporting and Image Delivery Service Description

Stagecoach Sweep Service Description Treasury Management Services

Treasury Management Product Enrolment

Wire Transfer Service Description

WELLS FARGO

Master Agreement for Treasury Management Services

The Service Documentation contains the terms under which Wells Fargo Bank, N.A. and the banks, branches or subsidiaries listed in Appendix X (collectively, "Bank") provide you treasury management services (each, a "Service"). "You," "your" or "yours" refer to the Bank customer identified on the Acceptance of Services that is signed when you enroll in a Service ("Acceptance"). The terms "we," "us," or "our" refer to the Bank. Other capitalized terms used in this Master Agreement for Treasury Management Services ("Agreement") are defined in this document.

You and we agree:

1. **Service documentation.** The Service Documentation contains the terms governing each Service and includes:
   a. The Service Description (which contains terms and conditions applicable to the specific Service),
   b. The Acceptance (which indicates your acceptance of the Service Documentation),
   c. This Agreement (which contains terms and conditions applicable to all Services),
   d. The account agreement governing the account(s) (each, an "Account") you use in connection with the Service,
   e. The Product Enrollment Form (which contains set-up information for each Service in which you are enrolling), and
   f. User Guides (which include our vendors' and our documentation related to the installation, set-up function, features, operation, use, pricing or other aspects of the Services, including Terms of Use, software, software licenses, price schedules, specifications, instructions, and notices).

The documents and individual provisions of the Service Documentation are intended to be read together as one agreement between you and us. This Agreement and the Service Descriptions for Services you enroll in are posted on Wells Fargo Vantage℠ ("Vantage") f/k/a Commercial Electronic Office® (CEO®) . If there is a conflict among the documents that are part of the Service Documentation, they will govern in the order listed above. Your use of a Service confirms your receipt of, and agreement to be bound by, this Agreement and all Service Documentation.

2. **Services.** You and we will agree upon the Services to be provided and the start date for each Service. Each Service is subject to the approval by our applicable branch or subsidiary. We will notify you when you have completed all requirements for enrolling in the Service and the Service is ready for you to use.

3. **Changes to services.** We may change (or add to) the terms and fees in the Service Documentation at any time. If a change to a Service requires a change to the Service Documentation, we will post the document(s) with the change on Vantage. When required by Applicable Law, we will notify you of the change. If you continue to use a Service after a change takes effect, you will be bound by the change. As used in this Agreement, the term "Applicable Law" means all applicable laws (including common or customary laws), statutes, constitutions, policies, decrees, judgments, treaties, regulations, directives, by-laws, rulings, orders or operating circulars governing our activities and/or any Transaction (see section 6-a) governed by this Agreement, including, but not limited to, the funds transfer system and clearing and settlement house rules.

4. **Term and termination.** Unless a Service is terminated in accordance with the Service Documentation, this Agreement and each Service will continue in effect until terminated by either party upon 30 days' prior written notice to the other party. When a Service is terminated for any reason, the Service Documentation governing the terminated Service is also terminated.

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Revised: April 4, 2023 – Modiifed for City of Farmington April 2024

We may suspend or terminate any Service:

a. After we notify you of a breach of any provision of the Service Documentation or any other agreement with us, and you fail to cure the breach (if it can be cured) within 30 days of the date of the notice; or
b. Without prior notice to you if:
    i. We reasonably suspect that an Account associated with a Service has been compromised or otherwise subject to irregular, unauthorized, fraudulent, or illegal activity,
    ii. You become subject to any insolvency or bankruptcy proceeding, or any receivership, liquidation, reorganization, or other similar proceeding, or you enter into any agreement or proceeding for voluntary liquidation, dissolution, composition with or assignment for the benefit of creditors or other winding up,
    iii. We determine in our sole discretion that continuing to provide a Service may place us at risk of financial loss or result in an unacceptable credit exposure,
    iv. Any guaranty of your obligations to us ("Guaranty") is terminated, revoked, or its validity contested by the guarantor ("Guarantor"),
    v. We determine in our sole discretion that a material adverse change has occurred in your ability to perform your obligations under the Service Documentation, or in the ability of a Guarantor to perform its obligations under a Guaranty, or
    vi. The Account necessary to provide a Service is closed.

The termination of a Service will not affect your or our respective rights and obligations with respect to the Service(s) provided before the termination including without limitation Transactions. We will not be liable to you for any losses or damages you may incur as a result of any termination of any Service or termination or restriction of any Vantage access rights under section 9(d) below.

5. Service fees. You will pay us the fees described in the Service Documentation and any taxes applicable to each Service, however designated, but excluding taxes based on our net income. We may debit your Account for any fees not covered by earnings credits and any taxes that are due, or we may send you an invoice for these amounts, which you will promptly pay. Our charges and fees are in the applicable fee schedule for Services used in connection with your Account.

6. Security procedures.

a. Unless otherwise agreed, you agree that "Security Procedure" is the applicable security procedure described in the Service Documentation for your Initiation Method for the Service, which we will use to verify the authenticity of a Transaction. The term "Initiation Method" refers to the method we offer in the product enrollment form ("Set-up Form") or other Service Documentation for delivering your Transaction instructions to us with respect to the applicable Service and includes any applicable transmission protocols. The term "Transaction" means (i) any funds transfer, payment order, or payment instruction (including any communication cancelling or amending an instruction), and (ii) any instruction, data or other information which we receive in your name with respect to a funds transfer. The purpose of the Security Procedure is to verify the authenticity of the Transaction. We will not use the Security Procedure to detect an erroneous or duplicate Transaction. You will be responsible for any erroneous or duplicate transaction we receive in your name. You agree to be bound by each Transaction, whether or not authorized by you, issued in your name and accepted by us in compliance with the Security Procedure for the Service.
b. You agree that each Security Procedure for the Initiation Method in the Set-up Form or other Service Documentation for each of the Services (a) best meets your requirements with regard to the size, type and frequency of your Transactions, and (b) is commercially reasonable.

7. Confidential information. Unless otherwise stated in the Service Documentation, "Confidential Information" means all (a) User Guides, (b) Security Procedures, passwords, codes, security devices and related instructions and technical and non-technical information and intellectual property rights relating to our vendors' or our technology, IT infrastructure or data security, including trade secrets, systems information security program or processes, SSAE or SOC reports, and testing procedures or results. You will not acquire any ownership interest in or rights to Confidential Information as a result of your use of any Service.

You will:

a. Maintain the confidentiality of the Confidential Information,

b. Not disclose (or permit your employees or agents to disclose), copy, transfer, sublicense, or otherwise make any of it available to any person or entity, other than your employees who have a need to use the Confidential Information in connection with the applicable Service, and
c. Not decompile, reverse engineer, disassemble, modify, or create derivative works of any Confidential Information.

You will notify us immediately if you know of or suspect any unauthorized disclosure, possession, use, or knowledge (each, an "Unauthorized Use") of any Confidential Information. If you (or your employees or agents) are responsible for the Unauthorized Use, you will, at your expense, promptly take all actions, including initiating court proceedings to recover possession and prevent further Unauthorized Use of the Confidential Information. You will also compensate us for any injury caused to us as a result of the Unauthorized Use.

8. Currency conversion. When your instructions require us to convert the amount of a Transaction from the currency in which the Account is denominated ("Account Currency") to another currency ("Foreign Currency"), we will do so using the Applicable Exchange Rate in effect at the time we execute your Transaction. "Applicable Exchange Rate" means the exchange rate we set and use for you when we convert one currency to another currency and includes a markup. The markup factors include costs incurred, market risks and our desired return. The exchange rate we provide to you may be different from the exchange rates you see elsewhere. Foreign exchange rates are dynamic, and rates fluctuate over time based on market conditions, liquidity, and risks.

If a financial institution designated to receive the funds does not pay the beneficiary specified in the Transaction, and the funds are returned to us, we will not be liable to you for a sum greater than the amount of the Transaction after we have converted it from the Foreign Currency to the Account Currency using the Applicable Exchange Rate in effect at the time the funds are returned to us. You accept the risks of any change in the Applicable Exchange Rate between the time you request a Transaction and the time the Transaction is either completed or is unwound due to a cancellation, an amendment, a rejection, or a return.

9. Vantage.

a. Description of Vantage. Vantage is our electronic banking platform that is accessed through the Internet. Your Authorized Agents (defined below) may use Vantage to access (i) Services in which you have separately enrolled and (ii) third-party sites we may make available through Vantage. We offer different channels through which you may access Vantage, including personal computers and mobile devices. We may add or eliminate channels at any time. A Service or third party site accessible through one channel may not be accessible through another channel.
b. Access to Vantage. When you enroll in Vantage, and as we may determine is necessary after enrollment, we will provide Log-On Credentials (defined below) to the persons who are authorized to access Vantage on your behalf (each, an "Authorized Agent"). Log-On Credentials mean one or more secure methods we provide to access the Services and may include user IDs, passwords, token IDs, and other methods that we adopt from time to time. We have no obligation to separately verify or authenticate any communication we receive in your name through Vantage, whether or not it was actually from an Authorized Agent. You assume the entire risk of (i) unauthorized use of your Log-On Credentials and (ii) unencrypted electronic transmissions.
c. Administration of Vantage. We offer two options for administering Vantage: (i) Administration and (ii) Bank administration.
    i. Administration. If you enroll in the Administration option, there are three categories of Authorized Agents: Company Administrator, Administrator, or User. Unless you and we separately agree, we will provide Log-On Credentials only to your initial Company Administrator(s) who will (a) assign Log-On Credentials to other individuals and (b) designate those individuals as one of the following:
        (1) A Company Administrator, who may perform all functions of your initial Company Administrator,
        (2) An Administrator, who may perform all functions of an Administrator including designating other Administrator(s) and User(s), or
        (3) A User, who may access the Services designated by a Company Administrator or an Administrator, as well as those Services in which we permit a User to self-enroll.

        Each Company Administrator and Administrator has the authority to enroll you in additional Services. In addition to your use of Administration as described in this subsection, you may request that we assign Log-On Credentials to Users that you designate in writing to us. Your designation to us will specify the

Services which the User is authorized to access in addition to those Services in which we permit a User to self-enroll.

ii. Bank administration. For the Bank administration option, there is one category of Authorized Agent: Users. We will assign Log-On Credentials to each User you designate.

You will promptly revoke the Log-On Credentials of any Authorized Agent or User when that individual is no longer authorized to access Vantage. If you notify us in writing to revoke the Log-On Credentials of an Authorized Agent or User, we will have a reasonable time after receiving your written notification to revoke the individual's access.

d. Terminating access. We may terminate or restrict any Authorized Agent's access to any Service through Vantage if we determine such use:
   i. Does not comply with any term applicable to Vantage,
   ii. Is not permitted by Applicable Law,
   iii. Is not authorized by you or any third party whose authorization we believe is necessary, or
   iv. Should be denied for your or our protection (without us agreeing to or being required to make this determination in any circumstance).
e. Financial information. Financial market data, quotes, news, research, and other financial information developed by third parties and transmitted to us ("Financial Information") may be available to you at Vantage. The posting of any Financial Information or any other information or data at Vantage is not a recommendation by us of any particular Service or action. We do not guarantee the accuracy or completeness of any Financial Information, nor are we responsible for (i) the actions or omissions of the third parties developing or transmitting Financial Information or (ii) any decision you make or action you take by relying on any Financial Information.
f. Miscellaneous. For purposes of this section 9 only, "Service" includes each service and product we or any of our affiliates offer that you access through Vantage. This section 9 will survive the termination of any Service or this Agreement.

10. Alerts.

a. Non-subscribed alerts. When you enroll in Vantage or other channels or Services, you consent to receiving by email or other delivery channels, servicing messages that we determine are important or urgent. You do not need to subscribe to receive such alerts and you do not pay additional service fees.
b. Subscribed alerts. You may also enroll in fee-based alerts for applicable Services so that you can receive messages you subscribe to at the intervals and through delivery channels that you choose.

11. Liability and indemnification.

a. We are not obligated to honor, in whole or in part, any Transaction or other instruction that:
   i. Exceeds the available balance in the Account, unless otherwise provided in the Service Documentation,
   ii. Does not comply with the Service Documentation or our applicable policies, procedures, or practices made available to you,
   iii. We have reason to believe may not have been duly authorized, should not be honored for our or your protection, or involves funds subject to a hold, dispute, restriction, or legal process, or
   iv. Would possibly result in us not complying with Applicable Law.
b. Neither we nor our software vendors make any express or implied representations or warranties with respect to the Services or any software used in connection with the Services, including any warranty as to the merchantability or fitness for a particular purpose, other than those expressly set forth in the Service Documentation.
c. Any claim, action, or proceeding against us for losses or damages arising from a Service, must be brought within one year from the date of the act or omission, except as otherwise stated in the account agreement governing the Account.
d. We will have no liability for our failure to perform or delay in performing a Service if the failure or delay is due to circumstances beyond our reasonable control. If we determine that any funds transfer or communications network, Internet service provider, or other system used to provide a Service is unavailable, inaccessible, or otherwise unsuitable for use by you or us, we may, upon notice to you, suspend or discontinue the affected Service.

e. We will only be liable to you for actual damages incurred as a direct result of our failure to exercise reasonable care in providing the Services. Reasonable care requires only that we follow standards that do not vary unreasonably from the general standards followed by similarly situated banks. Our policies and procedures are general internal guidelines for our use and do not establish a higher standard of care for us than otherwise established under Applicable Law. A mere clerical error or an honest mistake will not be considered a failure by us to perform any of our obligations. Our liability to you will be limited to an amount not greater than 10 times our fees incurred in the calendar month immediately before the calendar month in which the loss or damages were incurred (or, if no fees were incurred in that month, our fees incurred in the month in which the losses or damages were incurred).

f. Except in the case of our negligence or intentional misconduct, you will indemnify and hold us, our directors, officers, employees and agents ("Representatives") harmless from all losses or damages that arise out of:
   i. The performance of a Service in compliance with the Service Documentation, including any warranty we are required to make to a third party in connection with a Service,
   ii. An act or omission of any of your agents, couriers, or Authorized Agents, and
   iii. If the Service includes a license or sublicense of any software, any use or distribution of the software by you or any person gaining access to the software through you that is inconsistent with the license or sublicense.

   You will promptly provide us with written proof of loss, and notify us if you become aware of any third party claim related to a Service. You will cooperate fully (and at your own expense) with us in recovering a loss. If we reimburse you, we or our designee will be subrogated to all of your rights (i.e., we will be entitled to assert any legal rights you had relating to the claim).

g. Except as expressly provided otherwise in the Service Documentation, neither party nor its Representatives will be liable to the other party for:
   i. Any special, consequential, incidental (including court costs and attorneys' fees), indirect, or punitive losses or damages, or
   ii. Business interruption, loss of profits, loss of business, loss of revenue, loss of goodwill, loss of opportunity, loss or injury to reputation, or loss of anticipated savings, whether any claim is based on contract or tort, or whether the likelihood of these losses or damages was known to the other party and regardless of the form of the claim or action.

h. When you send payments on behalf of your third party customers, you agree you are solely liable to your customers for any and all losses those customers may suffer. We exclude all and any liability of whatever nature (including those losses detailed in subsection g above) arising out of your relationship with your customer.

12. Governing law. The Service Documentation will be governed by: (a) U.S. federal law and (b) the law of (i) the U.S. state in which the office of Bank that maintains the Account is located or, if there is no such state or no account associated with such Service, (ii) the State of New Mexico, without reference to its principles of conflicts of laws ("Governing Law").

13. Arbitration agreement. Agreed upon arbitration language has been added to Commercial Account Agreement, incorporated herein.

14. Jurisdiction. For any proceedings regarding this Agreement (not subject to arbitration as provided in this Agreement), you hereby irrevocably submit to the jurisdiction of the courts of San Juan County, New Mexico, or the federal courts located there and irrevocably agree that all claims in relating to the proceeding may be heard or determined in those courts.

15. Miscellaneous.

a. **Severability**. Any portion of the Service Documentation which is inconsistent with Applicable Law or Governing Law will be deemed modified and applied in a manner consistent therewith, and we will incur no liability to you as a result of the inconsistency or modification and application to any dispute regarding the Service Documentation. If any portion or provision of the Service Documentation is deemed unenforceable, it will not affect the enforceability or validity of the remaining Service Documentation nor the enforceability or validity of that portion or provision under the law of any other jurisdiction.

b. **Entire agreement.** The Service Documentation (and any documents referred to therein):

i. Constitutes the entire agreement between you and us regarding the Services we provide for all Accounts opened with us, and
ii. Supersedes and extinguishes all prior agreements, understandings, representations and warranties of any nature (including requests for proposals and other sales material), whether oral or written, between you and us relating to any of our Services (including any other Master Agreement for Treasury Management Services, but excluding the current Commercial Account Agreement or Global Commercial Account Agreement, as applicable).

c. **Electronic agreement.** To facilitate execution, the Service Documentation may be executed by a party in the form of an "Electronic Record" (as defined in the Electronic Signatures in Global and National Commerce Act at 15 U.S.C. §7001 et seq. ["ESIGN Act"]). The Service Documentation may be executed in as many counterparts as may be required to reflect all parties' approval, and all counterparts will collectively constitute a single agreement. An "Electronic Signature" (as defined in the ESIGN Act) that can be authenticated will constitute an original and binding signature of a party. The fact that a document is in the form of an Electronic Record or is signed using an Electronic Signature will not, in and of itself, be grounds for invalidating such document.
d. **No waiver.** Neither our failure nor any delay by us in exercising any right or remedy will be deemed to be a waiver of the right or remedy. No course of dealing or waiver of any right on one occasion will constitute a modification of the Service Documentation or be a waiver of that right on a subsequent occasion.
e. **Third party beneficiaries.** Except as otherwise provided in the Service Documentation, no person or entity other than the parties to this Agreement will be deemed to be a third party beneficiary under the Service Documentation.
f. **Financial condition.** You will provide us promptly upon our request any existing financial statements or other information pertaining to your financial condition or any previously unprepared financial statements which we may require you to prepare and/or to be audited or reviewed by independent certified public accountants acceptable to us.
g. **Your representations and warranties.** You represent and warrant that: (i) you will not use any Service in a manner that would violate any Applicable Law by you or us; (ii) if you employ an agent in connection with its use of any Service, you represent and warrant to us that: (1) your governing body has duly authorized the agent; (2) you will exercise appropriate controls to ensure each authorized agent does not exceed the authority granted to it; and (3) you will preserve the confidentiality of the Log-On Credentials and immediately notify us if you become aware or suspect that any Log-On Credential may have been compromised.
h. **Use of names.** You and we will not use each other's name or refer to our relationship in any solicitation, marketing material, advertisement, news release, or other written, online or oral communication without specific prior written consent for each such use or release, except that we may use your name as a reference in service proposals if we obtain your prior written approval for such use.
i. **Notices and communications.** Either party may provide notice to the other party by mail, personal delivery, or electronic transmission.
    i. You will notify us promptly in writing of any change in your name, Address, legal status, or any other changes relevant to the conduct of the Account or affecting your business relationship with us.
    ii. The term "Address" as used in this Agreement refers to a mailing or electronic address.
    iii. You will use the Address where your relationship manager or other manager is located and will address any notice to the attention of the manager.
    iv. Each party will have a reasonable time after receipt of any notice to act on it.
    v. Any communication or notice to us from your agent about your use of a Service will be deemed to be a communication from you, and you authorize us to communicate with your agent about any such communication or Service.
    vi. We are entitled to rely on any communication or notice from you that we believe in good faith was authorized by your authorized representative or Authorized Agent and, we will have no obligation to verify or authenticate an identity of a sender or signature on any notice or communication, except as expressly provided in the Service Documentation.

16. Survival. Sections 7, 9, 11 - 15 will survive termination of the Services or this Agreement.

Appendix X

Applicable Branches or Subsidiaries of Bank

1. Wells Fargo Bank, N.A., UK Branch
2. Wells Fargo Bank, N.A., Canadian Branch
3. Wells Fargo Bank, National Association, Shanghai Branch
4. Wells Fargo Bank, National Association, Hong Kong Branch

WELLS FARGO

Commercial Account Agreement

Effective May 2022

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Welcome to Wells Fargo

Thank you for opening an account with us. We value your relationship and hope we answered all your questions when you opened your account. Please review this account agreement for further details about your account and related services.

What words do we use to refer to you (the customer), Wells Fargo, and this account agreement?

- Customer is "company", "you", "your", or "yours".
- Wells Fargo Bank, N.A. is "Wells Fargo", "bank", "we", "us" or "our".
- This Commercial Account Agreement and the disclosures listed below constitute the "Agreement":
  - The pricing information and other account-related information
  - Our privacy policy
  - Our rate sheets for interest-bearing accounts
  - Any additional disclosures we provide to you about your account and related services

When can you begin using your account?

We will notify you when your account and related services may be used. We reserve the right to restrict use of your account and related services until we have approved your use of the account and services and completed setting them up.

You should not attempt to use your account or provide any information about your account to any third party until we have confirmed that your account is available to process transactions.

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Modified for City of Farmington April 2024

About this Agreement

What information does the Agreement contain?

The Agreement:

- Explains the terms of your banking relationship with Wells Fargo and applies to new and existing accounts and services, and
- Replaces all prior deposit agreements including any oral or written representations.

You are responsible for ensuring that any signer on your account is familiar with this Agreement.

We suggest you keep a copy of this Agreement - and any further information we provide you about changes to this Agreement - for as long as you maintain your Wells Fargo accounts.

Words with specific meanings

Certain words have specific meanings as they are used throughout this Agreement. These words and their meanings are defined in this section, and others are found later in this Agreement.

Affiliate

A bank or other entity that is, directly or indirectly, a wholly or substantially owned subsidiary of Wells Fargo & Company.

Account

Any business deposit account or commercial deposit account that is not held or maintained primarily for personal, family or household purposes. Examples of accounts include an account owned by an individual acting as a sole proprietor, a partnership, a limited partnership, a limited liability partnership, a limited liability company, a corporation, a joint venture, a non-profit corporation, an employee benefit plan or a governmental unit including an Indian tribal entity.

Business day

Every day is a business day except Saturday, Sunday, and federal holidays.

Collected balance

The collected balance is the ledger balance in your account less the deposit float.

Deposit float

The deposit float is the total dollar amount of items deposited in your account that has yet to be credited as part of your collected balance as a result of the Bank's or applicable affiliate's collection schedule.

Investable balance

The investable balance is the collected balance in your account less the portion required by law to be held at a Federal Reserve Bank and other adjustments.

Item

An item is an order, instruction, or authorization to withdraw or pay funds or money from your account. Examples include checks, drafts, and electronic transactions, including ACH. Paper items may be referred to as checks in this Agreement.

Ledger balance

The ledger balance is the balance in your account after all debits and credits for the business day have been posted.

Overdraft

An overdraft is a negative balance in your account.

Signer

A person who has your actual or apparent authority to transact business in connection with your account and services. We may rely solely on our records to determine the form of ownership of and the signers on your account.

Are we allowed to change the Agreement?

Yes. We can change the Agreement by adding new terms or conditions, or by modifying or deleting existing ones. We refer to each addition, modification, or deletion to the Agreement as a modification.

Notice of a modification: If we are required to notify you of a modification to the Agreement, we will describe the modification and its effective date by a message in your account statement or by any other appropriate means.

Waiver of a term of the Agreement: If we waive a right related to your account under this Agreement on one or more occasions, it does not mean we are obligated to waive the same right on any other occasion.

How do you consent to the Agreement and any future modifications to the Agreement?

By signing the Agreement or using your account or service, you consent to this Agreement. Continuing to maintain or use the account or service after a modification to the Agreement means that you have consented to the changes.

Can you consent to the Agreement electronically?

Yes. You may consent to the Agreement using your "Electronic Signature", as defined in the Electronic Signatures in Global and National Commerce Act ("ESIGN Act"), and we may accept your Electronic Signature on any other account-related document. Under the ESIGN Act, your Electronic Signature will constitute your original and binding signature. The fact that you sign using your Electronic Signature will not, by itself, be grounds for invalidating the document.

What happens if a term of the Agreement is determined to be invalid?

Any term of the Agreement that is inconsistent with the laws governing your account will be considered to be modified by us and applied in a manner consistent with those laws. Any term of the Agreement that a court of competent jurisdiction determines to be invalid will be modified accordingly. In either case, the modification will not affect the enforceability or validity of the remaining terms of the Agreement.

With whom will we communicate about your account?

We may provide you or a signer with information about your account. When we receive information from a signer, we treat it as a communication from you. You agree to notify us promptly in writing if a signer no longer has authority on your account.

Resolving disputes through arbitration

If the Parties are unable to resolve any dispute within thirty (30) days of the occurrence of the event or circumstances giving rise to the dispute, the dispute may be submitted to mediation upon the mutual agreement of the Parties. In the event the Parties do not agree to mediate the dispute or are unable to resolve the dispute through mediation and the aggregate amount of the claim (including counterclaims) is less than Two Hundred Fifty Thousand Dollars ($250,000), then the dispute must be resolved by binding arbitration. Such arbitration must be governed by the New Mexico Uniform Arbitration Act, § 44-7A-8, *et seq.* (2001), as amended from time to time. A Party demanding arbitration must give the other Party timely notice of such election and such notice must describe the nature of the dispute and the amount in controversy. The Parties must then jointly select an arbitrator and failing such mutual agreement, the arbitrator must be appointed by a District Court Judge from San Juan County, New Mexico. The arbitration must be held in Farmington, New Mexico unless otherwise agreed to by the parties. Discovery must be by agreement of the Parties or as ordered by the arbitrator.

In the event the Parties do not agree to mediate the dispute or are unable to resolve the dispute through mediation, and the aggregate amount of the claim in dispute equals or exceeds Two Hundred Fifty Thousand Dollars ($250,000), then the Parties may agree to submit the matter to binding arbitration under the New Mexico Uniform Arbitration Act, § 44-7A-8, *et seq.* (2001), as amended from time to time, and failing such agreement, either Party may bring an action in the federal or state courts of New Mexico.

All costs of mediation or arbitration, including the fees of the mediator or arbitrator, must be split equally by the Parties, except that the Parties must be responsible for payment of their own attorney fees, expert fees, preparation fees, travel, and similar costs. This agreement to arbitrate must be specifically enforceable under the prevailing arbitration law of the State of New Mexico. Indemnity claims are not subject to mandatory arbitration. Nothing in this section must affect restrict, condition, or otherwise limit a Party's right to terminate this Agreement pursuant to Section 4.

Can either Wells Fargo or you participate in class or representative actions?

No. Wells Fargo and you agree that the resolution of any dispute arising from the terms of this Agreement will be resolved by a separate arbitration proceeding and will not be consolidated with other disputes or treated as a class. Neither Wells Fargo nor you will be entitled to join or consolidate disputes by or against others as a representative or member of a class, to act in any arbitration in the interests of the general public, or to act as a private attorney general. If any provision related to a class action, class arbitration, private attorney general action, other representative action, joinder, or consolidation is found to be illegal or unenforceable, the entire Arbitration Agreement will be unenforceable.

Important legal information

What laws govern your account?

The laws governing your account include:

- Laws, rules, and regulations of the United States, and
- Laws of the state in which the office that maintains your account is located, without regard to its conflicts of laws principles.

If a different state law applies, we will notify you.

Any funds transfer (including a wire transfer) that is a remittance transfer as defined in Regulation E, Subpart B, will be governed by the laws of the United States and, to the extent applicable, the laws of the state of New York, including New York's version of Article 4A of the Uniform Commercial Code, without regard to its conflict of laws principles.

What are our rules on illegal transactions?

You must not use your account or any relationship you may have with us for any illegal purpose, including "restricted transactions" as defined in the Unlawful Internet Gambling Enforcement Act of 2006 and its implementing regulation, Regulation GG. In our discretion, we may block or otherwise prevent or prohibit those transactions and, further, we may close the account or end our relationship with you.

Are we your fiduciary?

No. Our relationship to you concerning your account is that of a debtor and creditor. There is no fiduciary, quasi-fiduciary, or special relationship between you and us.

Will any person or entity be considered a third party beneficiary under this Agreement?

No. No other person or entity will be considered to be a third party beneficiary under this Agreement.

Can you use our name or refer to our relationship without our consent?

No. You and we will not use each other's name or refer to our relationship in any solicitation, marketing material, advertisement, news release or other written, online or oral communication without specific prior written consent for each such use or release, except that we may use your name as a reference in service proposals if we obtain your prior oral or written approval for such use.

What is the controlling language of our relationship?

English is the controlling language of our relationship with you. If there is a discrepancy between our English-language and translated materials, the English version prevails over the translation.

How will we contact you about your account?

For us to service your account or collect any amount you owe, we may contact you by telephone, text, email, or mail. We are permitted to use any address, telephone number or email address you provide. You agree to provide accurate and current contact information and only give us telephone numbers and email addresses that belong to you.

When you give us a telephone number, you are providing your express consent permitting us (and any party acting on behalf of Wells Fargo) to contact you by calling or texting that telephone number. When we call you, you agree that we may leave prerecorded or artificial voice messages. You also agree that we may use automatic telephone dialing systems in connection with calls or text messages sent to any telephone number you give us, even if it is a mobile phone number or other communication service for which the called party may be charged.

What courts may be used to resolve a dispute?

Wells Fargo and you each agree that any lawsuits, claims, or other proceedings arising from or relating to your account or the Agreement, including the enforcement of the Arbitration Agreement and the entry of judgment on any arbitration award, will be venued exclusively in the state or federal courts in the state whose laws govern your account, without regard to conflict of laws principles.

Statements and other notices relating to your deposit account

How do we make account statements and notices available to you?

We will mail, send electronically, or otherwise make available to you an account statement reflecting your account activity for each statement period. We will do the same with notices. We will send all account statements and notices to the postal or electronic address associated with your account.

Combined account statements:To reduce the number of separate account statements you receive each month, we may combine statements if you have more than one deposit account.

If we provide a combined account statement for your accounts, we consider your first account as your primary account. You will receive your account statement at the address listed for your primary account. Statements for accounts in a combined statement will be delivered according to the delivery preference of the primary account.

When are your account statements and notices considered received?

If there is more than one signer on your account, we may send statements and notices to any one of them (unless you have otherwise instructed us in writing). You assume the risk of loss in the mail.

Mailed account statements:When we mail your account statement or notices, we consider it received by you on the second business day after mailing it.

Electronic delivery of account statements:Account statements will be made available through Wells Fargo Business Online® Banking or the Commercial Electronic Office®, as applicable, after the end of the statement period. You will be notified by email that the account statement is available for viewing. We consider the account statement to be delivered to you when it is available online.

What happens if your account statements or notices are returned or undeliverable?

Unless otherwise prohibited by the laws governing this Agreement, your account statements or notices will be considered unclaimed or undeliverable if:

- Two or more account statements or notices are returned to us through the mail because of an incorrect address, or
- We notify you electronically that your account statement or notices are available for viewing at Wells Fargo Business Online® Banking or the Commercial Electronic Office®, as applicable, and we receive email notifications that our message is undeliverable.

  In either event, we may:

  - Discontinue sending account statements and notices, and
  - Destroy account statements and notices returned to us as undeliverable

How can you or Wells Fargo change your address for your account?

Address change requests you make: You can change the postal or email address or other means by which we make your account statements and notices available to you at any time by notifying us of your request by telephone or email. We will act on your request within a reasonable time after we receive it. Unless you instruct otherwise, we may change the postal or email address only for the accounts you specify or for all or some of your other accounts with us.

Address changes we make: We may update your listed address without a request from you if we:

- Receive an address change notice from the U.S. Postal Service,
- Receive information from another party in the business of providing correct address details that your actual address does not match the listed address for your account or card, or
- Identify a need to rely on another address you have provided us.

When are notices you send to us effective?

Any notice from you is effective once we receive it and have a reasonable opportunity to act on it.

What obligations do you have to review account statements and notices and notify us of unauthorized transactions or errors?

You are obligated to:

Examine your account statements and notices promptly and carefully.

Notify us promptly of any errors.

Notify us **within 30 days** after we have made your account statement or a notice available to you of any unauthorized transaction on your account. *Note:* If the same person has made two or more unauthorized transactions and you do not notify us of the first one within this 30-day period, we will not be responsible for unauthorized transactions made by the same wrongdoer.

Notify us **within 6 months** after we have made your account statement or a notice available to you if you identify any endorsements which are unauthorized or missing, or other errors relating to endorsements on your checks.

You can notify us of unauthorized transactions or errors on your account statement by promptly:

- Calling the telephone number listed on your account statement or in notices, or
- Sending us a written report (if instructed by us) as soon as possible, and at least within the specified timeframes.

Funds transfers are subject to different time periods for notification of errors, as described in the "Fund transfer services" part of this Agreement. Common examples of fund transfers are ACH, wire transfers, and Real-Time Payments **(RTP®).**

What happens if you do not notify us of an unauthorized transaction within the time frames specified above?

If you do not notify us of any unauthorized transaction, error, or claim for a credit or refund within the time frames specified above, your account statement or transaction will be considered correct. We will not be responsible for any unauthorized transaction, error, or claim for transactions included in this statement.

When is a check unauthorized?

A check is unauthorized when it is:

- Not signed by a signer on your account, or you have not otherwise authorized or benefitted from it,
- Forged, or
- Altered (for example, the amount of a check or the payee's name is changed).

What happens when you report an unauthorized transaction?

We investigate any reports of unauthorized activity on your account. After you submit a claim, we may require you to:

- Complete and return the claim form and any other documents we require,
- Notify law enforcement, and
- Cooperate fully with us in our investigation.

We can reverse any credit made to your account resulting from a claim of unauthorized transaction if you do not cooperate fully with us in our investigation or recovery efforts, or we determine the transaction was authorized.

Are you responsible for taking reasonable steps to help prevent fraud on your account?

Yes. You agree to take reasonable steps to ensure the integrity of your account and items drawn on your account or deposited to it. You acknowledge that there is a growing risk of losses resulting from unauthorized items. To help prevent fraud and protect your assets, we recommend that you take these preventive measures:

Assign responsibilities for your account to multiple individuals. The individuals who reconcile statements for your account should be different from the individuals who issue items drawn on your account.

Reconcile statements for your account as you receive them; notify us promptly of any problem.

Contact us promptly if you do not receive the statement for your account when you would normally expect to.

Watch for checks cashed out of sequence or made out to cash. These are classic red flags for embezzlement.

Secure your supply of checks at all times. Stolen checks are a common method of fraud.

Periodically reassign accounting duties, such as reconciling your account or making a deposit.

Review your transaction activity for unexpected fluctuations. For example, compare the percentage of cash deposits to total deposit size. Most businesses will maintain a constant average. A large fluctuation might indicate fraud.

Destroy any checks that you do not intend to use.

Use tamper resistant checks at all times.

Notify us promptly when a signer's authority ends so that his/her name can be deleted from our records for your account, and any cards that we have issued to him/her or online access can be cancelled.

Do not sign blank checks.

Obtain insurance coverage for these risks.

This is not an exhaustive list and there may be additional preventive measures you may take to prevent fraud and protect your account.

Protection against unauthorized items

Does Wells Fargo offer services to help prevent fraud on your account?

Yes. We offer services for your account that provide effective means for controlling the risk from unauthorized items.

Examples of these services include:

- Positive Pay, Positive Pay with payee validation, and Reverse Positive Pay
- ACH fraud filter, and
- Payment authorization service.

In addition, we may recommend you use certain fraud prevention practices to reduce your exposure to fraud. Each of these practices is an "industry best practice." Dual custody is an example of an industry best practice. With dual custody, when one user initiates an action, like a payment or a change in the set-up of a service, the action does not take effect until a second user approves the action using a different computer or mobile device than one used to initiate the action.

What are potential consequences if you do not implement a fraud prevention service or industry best practice Wells Fargo has recommended?

If we have expressly recommended you use a fraud prevention service or industry best practice and you either (a) decide not to implement or use the recommended service or industry best practice, or (b) fail to use it in accordance with the applicable service description or other applicable documentation, then you will be treated as having assumed the risk of any losses that could have been prevented or mitigated by correct use of the recommended fraud prevention service or industry best practice.

Lost or stolen checks; unauthorized items

If any of your unissued checks have been lost or stolen, or if you learn that unauthorized items are being issued on your account, you agree to notify us at once. To the extent that your failure to notify us hampers our ability to prevent loss, we will be relieved of any liability for those items. Upon receipt of any notice from you, we - without any liability to you - will dishonor any item you, or any signer, has indicated is unauthorized and may:

- Close your account and open a new account for you, or
- Pay any item presented for payment on your account, provided you have instructed us to pay that item and given us its number.

If we open a new account for you and you have authorized a third party to automatically make regular deposits to or withdrawals from your account (such as wire or ACH transfers), we will have no liability to you if you do not receive any regularly scheduled deposit or if a regularly scheduled payment is not made for you because you did not notify that third party in a timely fashion of the number of your new account.

When does your account become dormant?

Checking accounts, savings accounts, and time accounts *(CDs)*

Generally, your account becomes dormant if you do not initiate an account-related activity for:

- 12 months for a checking account,
- 34 months for a savings account, or
- 34 months after the first renewal for a time account.

An account-related activity is determined by the laws governing your account. Examples of account-related activity are depositing or withdrawing funds at a banking location or ATM, or writing a check which is paid from the account.

Automatic transactions (including recurring and one-time}, such as pre-authorized transfers, payments and electronic deposits (including direct deposits}, set up on the account may not prevent the account from becoming dormant.

What happens to a dormant account?

We put safeguards in place to protect a dormant account which may include restricting the following transactions:

- Transfers by telephone,
- Transfers or payments through Wells Fargo Business Online® Banking or the Commercial Electronic Office®, and
- Wire transfers (incoming and outgoing).

Normal monthly service and other fees continue to apply (except where prohibited by law).

If you do not initiate an account-related activity on the account within the time period as specified by state unclaimed

property laws, your account funds may be transferred to the appropriate state. This transfer is known as "escheat." If your account becomes escheatable, account statements will no longer be available. Your account will be closed. To recover your account funds, you must file a claim with the state.

Rights and responsibilities

What responsibilities do you and Wells Fargo have to each other?

You and we are responsible for complying with the Agreement. We exercise ordinary care when we provide services. When we take a check for processing by automated means, ordinary care does not require us to examine the check. In all other cases, ordinary care requires only that we follow standards that do not vary unreasonably from the general standards followed by similarly situated banks.

Except to the extent we fail to exercise ordinary care or to comply with the Agreement, you agree to indemnify and hold us harmless from all claims, demands, losses, liabilities, judgments, and expenses (including attorney's fees and expenses) arising out of or in any way connected with our performance under the Agreement. You agree this indemnification will survive termination of the Agreement.

In no event will either Wells Fargo or you be liable to the other for any special, consequential, indirect, or punitive damages. The limitation does not apply where the laws governing your account prohibit it.

We will not have any liability to you if your account has non-sufficient available funds to pay your items due to actions we have taken according to the Agreement.

Circumstances beyond your control or ours may arise and make it impossible for us to provide services to you or for you to perform your duties under the Agreement. If this happens, neither Wells Fargo nor you will be in violation of the Agreement.

Are you obligated to pay our fees?

Yes. By continuing to maintain your account you agree to pay our fees according to the pricing information.

Why do we charge a recoupment fee?

We assess the recoupment fee to partially recover insurance premiums we pay to the FDIC for deposit insurance. The amount of the recoupment fee appears on the periodic statement or client analysis statement for your account and is based on the monthly average ledger balance you maintain in your account. The recoupment fee is subject to change by us at any time upon prior written notice to you.

Note: The FDIC charges each insured bank a fee to cover its share of the cost of providing deposit insurance to depositors. The FDIC does not charge a bank's depositors for deposit insurance or require banks to pass the cost of deposit insurance on to their depositors. The FDIC does, however, permit a bank to recoup the cost of deposit insurance from its depositors, so long as the fee the bank charges its depositors does not reveal information that could be used to determine the bank's confidential supervisory ratings or mislead depositors by implying the FDIC is charging the fee.

Is your account subject to a deposit balance fee?

We reserve the right to assess a monthly deposit balance fee on the average positive collected balance in your business and commercial deposit account(s) with us. When we assess the deposit balance fee, the amount of the fee will appear on the periodic statement or client analysis statement for your account(s). The deposit balance fee is subject to change by us at any time without notice.

Are you responsible for paying taxes?

Yes. Fees may be subject to state and local sales taxes, which vary by location, and will be assessed as appropriate. You also agree to pay an amount equal to any other applicable taxes, including backup withholding tax.

How do you pay our fees and expenses?

We are permitted to either directly debit your account or invoice you for our fees, expenses, and taxes incurred in connection with your account and related services. We will debit service fees on the day of each calendar month we separately disclose to you, or if that day is not a business day, on the next business day. If there are non-sufficient funds in your account to cover the debit, we may create an overdraft on your account.

If an earnings allowance accrues, do we apply it to your fees and expenses?

Yes. If an earnings allowance accrues on your account, we will apply your accrued earnings allowance to eligible fees and expenses on a monthly basis (unless we otherwise indicate in writing). If both an earnings allowance and interest accrue on your account, the interest may be shown as an offset to the earnings allowance on the client analysis statement for your account. If your earnings allowance exceeds your total maintenance and activity fees for the statement cycle for your account, the excess credit is not paid to you, nor is it carried forward to the following statement cycle. We may debit your account (or any other account you maintain with us) or invoice you for any amount by which the fees and expenses exceed the accrued earnings allowance on your account.

Note: Your earnings allowance is calculated by applying the earnings credit rate to the investable balance available in your account. The earnings credit rate is a variable rate that we may change at any time

May we use the funds in your accounts to cover debts you owe us?

Yes. We have the right to apply funds in your accounts to any debt you owe us. This is known as setoff. When we set off a debt you owe us, we reduce the funds in your accounts by the amount of the debt. We are not required to give you any prior notice to exercise our right of setoff.

A debt includes any amount you owe individually or together with someone else, both now and in the future. It includes any overdrafts and our fees. We may set off for any debt you owe us that is due or past due as allowed by the laws governing your account.

If your account is an unmatured time account, then we may deduct any early withdrawal fee or penalty. This may be due as a result of our having exercised our right of setoff.

If you have a sweep account, you authorize us to redeem your shares in the designated money market fund and apply the proceeds to any amount you owe us. Our right to setoff is in addition to and apart from any other rights under any other security interest you may have granted to us.

Do you grant us a security interest in your accounts with us?

Yes. To ensure you pay us all amounts you owe us under the Agreement (e.g., overdrafts and fees), you grant us a lien on and security interest in each account you maintain with us, including your accounts with any affiliate. By opening and maintaining each account with us, you consent to our asserting our security interest if the laws governing the Agreement require your consent. Our rights under this security interest are in addition to and apart from any other rights under any

other security interest you may have granted to us.

Can Wells Fargo benefit from having the use of funds in customers' non-interest bearing accounts?

Yes. We may use these funds to reduce our borrowing from other sources such as the Fed Funds market, or invest them in short-term investments such as our Federal Reserve Account. This benefit may be referred to as spread. It is not possible to quantify the benefit to us that may be attributable to a particular customer's funds. That's because funds from all customers' non-interest earning accounts are aggregated to reduce our borrowing costs and for investment, and our use of funds may vary depending on a number of factors including interest rates, Federal Funds rates, credit risks, and our anticipated funding needs. Our use of funds as described in this paragraph has no effect or impact on your use of and access to funds in your account.

What is the applicable exchange rate?

The applicable exchange rate is the exchange rate we set and use for you when we convert one currency to another currency. It includes a markup. The markup factors include without limitation costs incurred, market risks, and our desired return. The exchange rate we provide to you may be different from exchange rates you see elsewhere. Foreign exchange markets are dynamic and rates fluctuate over time based on market conditions, liquidity, and risks. We reserve the right to refuse to process any request for a foreign exchange transaction.

What is FDIC "pass-through" insurance?

FDIC "pass-through" insurance is FDIC insurance that could exceed the standard maximum deposit insurance amount (currently $250,000 per depositor in the same ownership right and capacity). When you use your account to hold funds on behalf of third parties who are the beneficial owners of the funds, your account may qualify for FDIC pass-through insurance, provided you meet FDIC account titling and recordkeeping requirements. With FDIC pass-through insurance, each beneficial owner's funds held in your account are aggregated with other funds the beneficial owner holds in accounts with us in the same ownership right and capacity. The beneficial owner's aggregated funds are insured by the FDIC up to the standard maximum deposit insurance amount. Examples of holding funds on behalf of third parties include funds you hold as an agent, nominee, guardian, executor, custodian or funds held in some other capacity for the benefit of others.

What are the FDIC's recordkeeping requirements for pass-through FDIC insurance when your account has "transactional features"?

For any account with "transactional features" you agree to provide the FDIC (a) with the required information about the beneficial owners of the funds in your account, (b) in the required format, (c) within 24 hours of our failure. Your account has "transactional features" when funds can be transferred from the account, as detailed in 12 CFR 370.2U).

What are the consequences if you are unable to provide the FDIC with the necessary data on the beneficial owners of funds in your account in the required format in the specified time frame?

As soon as the FDIC is appointed as our receiver, a hold may be placed on your account so that the FDIC can conduct the deposit insurance determination. This hold will not be released until the FDIC obtains the necessary data to enable it to calculate the deposit insurance. You understand and agree that your failure to provide the necessary data to the FDIC in the required format and in the specified time frame may result in a delay in receipt of insured funds by the beneficial owners of the funds in your account and legal claims against you from the beneficial owners.

Detailed information about the FDIC's requirements for pass-through FDIC insurance coverage are available at the FDIC's website. Notwithstanding other provisions in this Agreement, these three FDIC subsections survive after the FDIC is appointed as our receiver, and the FDIC is considered a third party beneficiary of these subsections.

What are we allowed to do if there is an adverse claim against your account?

An adverse claim occurs when:

- Any person or entity makes a claim against your account funds,
- We believe a conflict exists between or among the signers on your account, or
- We believe a dispute exists over who has account ownership or authority to withdraw funds from your account.

In these situations, we may take any of the following actions without any responsibility to you:

- Continue to rely on the documents we have on file for your account.
- Honor the claim against your account funds if we are satisfied the claim is valid.
- Freeze all or a part of the funds in your account until we believe the dispute is resolved to our satisfaction.
- Close your account and send a check for the available balance in your account payable to you or to you and each person or entity who claimed the funds.
- Pay the funds into an appropriate court.

We also may charge any account you maintain with us for our fees and expenses in taking these actions (including attorney's fees and expenses).

How do we handle legal process?

Legal process includes any levy, garnishment or attachment, tax levy or withholding order, injunction, restraining order, subpoena, search warrant, government agency request for information, forfeiture or seizure, and other legal process relating to your account.

We are permitted to accept and act on any legal process we believe to be valid, regardless of how and where it is served, including if process is served in locations, states, or jurisdictions other than the jurisdiction in which the account was opened or the account, property, or records are located. We may, but are not required to, provide notice of legal process relating to your account(s).

Any fees or expenses (including attorney's fees and expenses) or losses we incur as a result of responding to legal process related to your account(s) are your responsibility. We may charge these costs to any account you maintain with us.

If you carry special insurance for employee fraud or embezzlement, can we require you to file your claim with your insurance company before making any claim against us?

Yes. If you have special insurance for employee fraud or embezzlement, we reserve the right to require you to file your claim with your insurance company before making any claim against us. In that event, we will consider your claim only after we have reviewed your insurance company's decision, and our liability to you, if any, will be reduced by the amount your insurance company pays you.

Are there any minimum balance requirements or other restrictions?

We may impose minimum balance requirements or other restrictions on your account, which we will disclose to you in writing.

Are we allowed to restrict access to your account?

Yes. If we suspect any suspicious, unauthorized, or unlawful activities, we can restrict access to your account and other accounts with us that you maintain or control.

Are we allowed to convert your account without your request?

Yes. We can convert your account to another type of account (by giving you any required notice).

Are we allowed to terminate or suspend a service related to your account?

Yes. We can terminate or suspend specific services (e.g., wire transfers) related to your account without closing your account and without prior notice to you. You can discontinue using a service at any time.

When can we close your account?

- We reserve the right to close your account at any time.
- If we close your account, we may send the remaining balance on deposit in your account by mail or credit it to another account you maintain with us.
- We will not be liable for any loss or damage that may result from not honoring items or recurring payments or withdrawals that are received after your account is closed.
- After your account is closed, you will remain responsible for any negative balance.

When can you close your account?

You can request to close your account at any time if the account is in good standing (e.g., does not have a negative balance or restrictions such as holds on funds, legal order holds, or court blocks on the account). At the time of your request, we will assist you in withdrawing or transferring any remaining funds, bringing your account balance to zero.

Whether you or we close the account, you agree to maintain on deposit in your account sufficient funds (determined in our sole discretion) to cover outstanding items to be paid from your account, charge-backs including returned deposited items, and our fees and expenses.

All outstanding items need to be processed and posted to your account before you make a request to close. Once the account is closed, items will be returned unpaid.

Any recurring payments or withdrawals from your account need to be cancelled before you make a request to close (examples include bill payments and direct deposits). Otherwise, they may be returned unpaid.

We will not be liable for any loss or damage that may result from not honoring items or recurring payments or withdrawals that are received after your account is closed.

At the time of your request to close:

For interest-earning accounts, your funds stop earning interest from the date of your request.

The Agreement continues to apply.

If you have requested closing your account and a positive balance remains, we may send you a check for the remaining balance.

After your account is closed, you will remain responsible for any negative balance.

Are transactions subject to verification by us?

Yes. All transactions are subject to our verification. This includes cash, items, or other funds offered for deposit for which we have provided a receipt. We do not verify all transactions. We reserve the right to reverse or otherwise adjust, at any time without prior notice to you, any debit or credit we believe we have erroneously made to your account.

Are we required to accept all deposits to your account?

No. We may decline all or part of a deposit, including a cash deposit. Some examples are:

- An item made out to a payee not on your account,
- An item with an endorsement we are unable to verify,
- A check or draft issued on a credit account,
- A very large cash deposit, and
- A non-U.S. item.

When we are unable to verify an endorsement on an item, we can also decline to pay, cash, or send the item for collection. We can require all endorsers to be present and we may require you to deposit the item instead of permitting you to cash it. For non-U.S. items, please see the response to "How do we handle non-U.S. items?". We may require any person wanting to make a cash deposit to provide an acceptable form of identification before we accept the deposit for processing.

Who is responsible to make sure the declared amount of funds offered for deposit is accurate?

It is your responsibility, and we have no obligation to make sure the declared amount of your deposit is accurate. If we find a discrepancy exists between the declared and the actual amount of the funds, we are permitted to debit or credit

your account and we may notify you if any adjustments are made. We are also permitted to use the declared amount as the correct amount to be deposited and to not adjust a discrepancy if it is less than our standard adjustment amount. We are permitted to vary our standard adjustment amount from time to time without notice to you and to use different amounts depending on account type.

You may arrange for us to adjust all discrepancies identified during any verification without using our standard adjustment amount by contacting your relationship manager.

What happens if there is an error in the amount of a deposit?

If you notify us of an error in the amount of a deposit shown on your account statement within 30 days after receiving your account statement or it is made available to you, we will review the deposit and make any adjustment we determine is appropriate, subject to any applicable fees. If you do not notify us during this timeframe, we will consider the deposit amount on your statement to be correct. This means that if the actual amount is less than the amount on the statement, the difference will become your property. If the actual amount is more than the amount shown on the statement, the difference will become our property.

Are we allowed to obtain credit reports or other reports about you?

Yes. We can obtain a credit or other report about you to help us determine whether to open or maintain an account. Other reports we can obtain include information from the following: 1) motor vehicle departments, 2) other state agencies, or 3) public records.

Are we required to obtain a tax identification number certification from you?

Yes. U.S. Treasury regulations require us to determine the tax residency of all customers and payees who could receive income that is reportable to the IRS. We accomplish this by obtaining a Form W-9 from all U.S. taxpayers and a type of Form W-8 from all foreign customers.

- For U.S. taxpayers, the Form W-9 is how we document U.S. tax residency and obtain a Taxpayer Identification Number ("TIN") from the primary owner of each account that earns reportable income. Until we have received the Form W-9 and TIN, we are required to apply backup withholding to that income.
- Foreign individuals (also referred to as nonresident aliens) and foreign entities document their tax residency outside the U.S. on the applicable type of Form W-8. That form also allows us to apply the correct withholding rate or exemption to your income earned in the U.S. If you do not provide a valid type of Form W-8, we are required to apply the 30% withholding rate, or in some cases, presume you are an uncertified U.S. taxpayer subject to backup withholding on all income and gross proceeds regardless of whether or not it is U.S. sourced.
- Accounts jointly owned by at least one foreign individual or entity must provide a Form W-8 or Form W-9 for all of the joint owners.
- Foreign individuals provide a Form W-8BEN. Foreign entities that are the beneficial owner of the income provide a Form W-8BEN-E unless they can make a special withholding exemption claim and instead provide either a Form W-8EXP or Form W-8ECI.
- Entities that act as intermediaries or flow-through entities receiving income on behalf of someone else provide a Form W-81MY. In some cases, that Form W-81MY must also include a withholding statement that allocates the income to each of the beneficial owners and copies of the tax certification documentation for those underlying beneficial owners.

If you own your account as an individual or sole proprietor, upon your death we must be provided with the estate's or successor's IRS Form W-9 or Form W-8. If these are not provided, we may either refuse to pay interest earned on your account from the date of your death or apply backup withholding on the income earned after the date of your death.

When do we share information about your account with others?

Generally, if we do not have your consent, we will not share information about your account. However, we may share information about your account under the following circumstances:

- To comply with the laws governing this Agreement;

- In connection with examinations by state and federal banking authorities;
- To comply with any legal process, including a subpoena, search warrant, or other order of a government agency or court;
- When we determine that disclosure is necessary or appropriate in order to complete a transaction;
- To verify the existence and condition of your account for a third party, such as a merchant or credit bureau;
- To provide information to your legal representative or successor;
- When reporting the involuntary closure of your account;
- When we conclude that disclosure is necessary to protect you, your account, or our interests;
- To our agents, independent contractors, and other representatives in connection with the servicing or processing of your account or account transactions, account analysis, or similar purposes;
- To our affiliates and affiliated companies; and
- If you give your permission.

How do we protect your data?

We are part of an international business with affiliated companies, employees, and service providers (collectively "Personnel") located in the United States and a number of countries around the world. Any information or data we obtain in connection with or relating to your accounts or services, including personal information (collectively "Data"), may be accessed by Personnel in any of these countries. Any of these Personnel will be subject to the requirements of our information security program, which includes policies to protect Data and limit access to those Personnel with a reasonable business need to know.

Are we allowed to monitor and record our communications with you?

Yes. We can monitor, record, and retain your communications with us at any time without further notice to anyone, unless the laws governing your account require further notice.

Monitored and recorded communications include:

- Telephone conversations,
- Electronic messages,
- Electronic records, or
- Other data transmissions.

Is your wireless operator authorized to provide information to assist in verifying your identity?

Yes. As a part of your account relationship, we may rely on this information to assist in verifying your identity.

You authorize your wireless operator (AT&T, Sprint, T-Mobile, US Cellular, Verizon, or any other branded wireless operator) to use your mobile phone number, name, address, email, network status, customer type, customer role, billing type, mobile device identifiers (IMSI and IMEI) and other subscriber status details, if available, solely to allow verification of your identity and to compare information you have provided to Wells Fargo with your wireless operator's account profile information for the duration of the business relationship.

Checking and savings accounts

What are the requirements for a correct endorsement?

An endorsement is a signature, stamp, or other mark on the back of a check. If you have not endorsed a check that you deposited to your account, we may endorse it for you. We may also send for collection any unendorsed check that is payable to you that you have deposited to your account.

Are we bound by restrictions or notations on checks?

No. We are not bound by restrictions or notations, such as "void after six months," "void over $50," or "payment in full."

When you cash or deposit a check with a notation or restriction, you are responsible for any loss or expense we incur relating to the notation or restriction.

What is a substitute check?

A substitute check is created from an original check; under federal law, it is legally equivalent to that original check. A substitute check contains an accurate copy of the front and back of the original check and bears the legend: "This is a legal copy of your check." You can use it the same way you would use the original check. As noted in the legend, a substitute check is the same as the original check for all purposes, including proving that you made a payment. Any check you issue or deposit that is returned to you may be returned in the form of a substitute check. You agree that you will not transfer a substitute check to us, by deposit or otherwise, if we would be the first financial institution to take the substitute check, unless we have expressly agreed in writing to take it.

What happens if you breach a warranty associated with an item?

If you breach any warranty you make to us under the laws governing your account with respect to any item, you will not be released or discharged from any liability for the breach so long as we notify you of the breach within 120 days after we learn of the breach. If we fail to notify you within this 120-day period, you will be released from liability and discharged only to the extent our failure to notify you within this time period caused a loss to you.

How do we handle non-U.S. items?

A non-U.S. item is an item 1) payable in a currency other than U.S. dollars or 2) drawn on a financial institution that is not organized under U.S. law. We are not required to accept a non-U.S. item for deposit to your account or for collection. We may accept non-U.S. items on a collection basis without your specific instruction to do so. We can reverse any amount we have credited to your account and send the item on a collection basis even if we have taken physical possession of the item.

If we accept a non-U.S. item, the U.S. dollar amount you receive for it will be determined by our applicable exchange rate that is in effect at the time of deposit or our receipt of final payment (less any associated fees) of the collection item. If the non-U.S. deposited item is returned unpaid for any reason, we will charge the amount against your account (or any other account you maintain with us) at the applicable exchange rate in effect at the time of the return. For information on the applicable exchange rate, see "What is the applicable exchange rate?" in the "Rights and responsibilities" section of this Agreement.

Our funds availability policy does not apply to a non-U.S. item.

What is our responsibility for collecting a deposited item?

We are responsible for exercising ordinary care when collecting a deposited item. We will not be responsible for the lack of care of any other bank involved in the collection or return of a deposited item, or for an item lost in collection or return.

What happens if we send an item for collection?

We may, upon notice to you, send an item for collection instead of treating it as a deposit. This means that we send the item to the issuer's bank for payment. Your account will not be credited for the item until we receive payment for it.

Our funds availability policy does not apply to an item we accept for collection.

What happens when a deposited or cashed item is returned unpaid?

We can deduct the amount of the deposited or cashed item from your account (or any other account you maintain with us). We can do this when we are notified that the item will be returned. We do not need to receive the actual item (and usually do not receive it). We can do this even if you have withdrawn the funds and the balance in your account is not sufficient to cover the amount we hold or deduct and your account becomes overdrawn. In addition, we will charge you all applicable fees and reverse all interest accrued on the item.

We may place a hold on or charge your account for any check or other item deposited into your account if a claim is made or we otherwise have reason to believe the check or other item was altered, forged, unauthorized, has a missing signature, a missing or forged endorsement, or should not have been paid, or may not be paid, or for any other reason. When the claim is finally resolved, we will either release the hold or deduct the amount of the item from your account. We are not legally responsible if we take or fail to take any action to recover payment of a returned deposited item.

What happens when an electronic payment is reversed?

We may deduct the amount of an electronic payment credited to your account (e.g., direct deposit) that is reversed. We can deduct the amount from any account you have with us at any time without notifying you. You agree to promptly repay any overdrafts resulting from the reversed payment.

Are you responsible for assisting in reconstructing a lost or destroyed deposited item?

If a deposited item is lost or destroyed during processing or collection, you agree to provide all reasonable assistance to help us reconstruct the item.

Electronic check indemnifications

What warranties do we provide for electronic checks and electronic returned checks?

An "electronic check" and an "electronic returned check" mean an electronic image of, and electronic information derived from, a paper check or a paper returned check. When we transfer or present an electronic check or electronic returned check, we provide the following warranties:

- Image Quality Warranty: We guarantee that the electronic image of a check accurately represents all of the information on the front of the check as of the time that the original check is truncated, and the electronic information includes an accurate record of all MICR line information required for a substitute check and the amount of a check.

- No Double Debit Warranty: We guarantee that the warrantee will not receive a presentment of or otherwise be charged for an electronic check, an electronic returned check, the original check, a substitute check, or a paper or electronic representation of a paper substitute check, in a way that the warrantee will be asked to make payment on a check that it has already paid.

When we transfer an electronic check for collection or payment, we make the image quality warranty and the no double debit warranty to the transferee bank, any subsequent collecting bank, the paying bank, and the drawer. When we transfer an electronic returned check for return, we make the image quality warranty and the no double debit warranty to the transferee returning bank, the depository bank, and the owner.

What indemnities are applicable to electronic checks and electronic returned checks?

You will indemnify, defend, and hold us harmless from and against all liabilities, damages, claims, obligations, demands, charges, costs, or expenses (including reasonable fees and disbursements of legal counsel and accountants) awarded against or incurred or suffered (collectively, "losses and liabilities") by us arising directly or indirectly from or related to the transfer or return of an electronic check or an electronic returned check on your behalf. If we suffer any losses or liabilities arising directly or indirectly from or related to a breach of either the image quality warranty or the no double debit warranty, you will reimburse us and not hold us responsible or liable.

What indemnities are applicable to remote deposit capture services?

By providing the remote deposit capture service to you, we are required to indemnify and reimburse a depository bank that accepts the original check from which an electronic check is created for losses incurred by that depository bank if the loss is due to the check having already been paid. If we suffer any losses or liabilities arising directly or indirectly from or related to that type of depository bank indemnity obligation, you will indemnify and reimburse us and not hold us

responsible or liable.

What indemnities are applicable to electronically created items?

If we transfer or present an "electronically created item" and receive settlement or other consideration for it, we are required to indemnify and reimburse each transferee bank, any subsequent collecting bank, the paying bank, and any subsequent returning bank against losses that result from the fact that:

- The electronic image or electronic information of the electronically created item is not derived from a paper check;
- The person on whose account the electronically created item is drawn did not authorize the issuance of the electronically created item or to the payee stated on the item; or
- A person receives a transfer, presentment, or return of, or otherwise is charged for an electronically created item in such a way that the person is asked to make payment based on an item or check it has paid.

If we suffer any losses or liabilities arising directly or indirectly from or related to that type of electronically created item indemnity obligation, you will indemnify and reimburse us and not hold us responsible or liable.

Funds availability policy

When can you withdraw funds?

Our funds availability policy is to make funds from your checking deposit available to you on the first business day after the day we receive your deposits.

Funds from the deposits listed below are available on the first business day after the day of your deposits, if you make the deposit in-person to one of our employees or agents and you use a special deposit slip we provide:

- State and local government checks that are payable to your company.
- Cashier's, certified, and teller's checks that are payable to your company where we are not the issuer or drawee.

While we generally make funds from your check deposits available to you on the first business day after the day we receive the deposits, our policy makes funds available according to an availability schedule or schedules we provide or make available to you, subject to, among other things, the location of the deposit transaction or the manner in which the deposit is made.

Our funds availability policy relating to other types of deposits is described below. If we delay the availability of a deposit, the length of the delay varies depending on the type of deposit as explained below.

Once they are available, you can withdraw the funds in cash. We will use the funds to pay checks and other items presented for payment and applicable fees that you have incurred.

When is your deposit considered received?

For determining the availability of your deposits, every day is a business day, except Saturdays, Sundays, and federal holidays. If you make a deposit before our established cutoff time on a business day that we are open, we will consider that day to be the day your deposit is received by us. For deposits granted same calendar day availability as described below, the calendar day you make the deposit will be considered the day of deposit. For all other deposits, if you make a deposit after our cutoff time or on a day we are not open, we will consider the day your deposit is received by us to be the next business day we are open.

Our established cutoff time is when a branch closes for business and may vary by location. The cutoff time for checks deposited at a Wells Fargo ATM is 9:00 p.m. local time (8:00 p.m. in Alaska).

Any deposits placed in a "night depository" before the established deadline on a business day we are open will be credited to your account by the close of business that day. Deposits placed in the "night depository" after the established

deadline will be credited to your account by the close of the next business day we are open.

Same business day availability

The following deposits will be available on the business day we receive the deposit:

- Incoming wire transfers.
- Electronic direct deposits.
- Cash deposited at a teller window.
- Checks drawn on us.

If you do not make your deposit in person to one of our employees (for example, if you mail the deposit), funds from these deposits will be available on the second business day after the day we receive your deposit. For example, if we receive your mailed deposit on Monday, the funds will be available on Wednesday.

Longer delays may apply.

In some cases, we will not make all the funds that you deposit by check available to you on the first business day after the day of your deposit. Depending on the type of check you deposit, funds may not be available until the second or third business day after the day of your deposit. The first $225 of your deposit, however, may be available on the first business day after the day of your deposit.

Except as otherwise explained in this paragraph, if we are not going to make all funds from your deposit available on the business day of deposit or the first business day after the day of deposit, we will notify you at the time you make your deposit. We will also tell you when the funds will be available. If your deposit is not made directly to a Wells Fargo employee, or if we decide to take this action after you have left the premises, we will mail you the notice by the first business day after we receive your deposit.

If you need the funds from a deposit right away, you may ask us when the funds will be available.

In addition, funds you deposit by check may be delayed for a longer period under the following circumstances:

- We believe a check you deposit will not be paid.
- You deposit checks totaling more than $5,525 on any one day.
- You redeposit a check that has been returned unpaid.
- You have overdrawn your account repeatedly in the last 6 months.
- There is an emergency, such as a failure of computer or communications equipment.

We will notify you if we delay your ability to withdraw funds for any of these reasons, and we will tell you when the funds will be available. The funds will generally be available no later than the seventh business day after the day of your deposit.

Holds on other funds (check cashing)

If we cash a check for you that is drawn on another bank, we may withhold the availability of a corresponding amount of funds that are already in your account. Those funds will be available at the time funds from the check we cash would have been available if you had deposited it.

Holds on other funds (other account)

If we accept a check for deposit that is drawn on another bank, we may make funds from the deposit available for withdrawal immediately but delay your ability to withdraw a corresponding amount of funds that you have on deposit in another account with us.

The funds in the other account would then not be available until the time periods that are described in this policy.

Available balance, posting order, and overdrafts

How do we determine your account's available balance?

- Your account's available balance is our most current record of the amount of money in your account available for your use or withdrawal. We use the available balance to process your transactions during the day (e.g., wire transfers and other electronic transactions). We also use the available balance when we process your transactions during our nightly processing. We calculate your available balance as follows: We start with the ending daily account balance from our prior business day nightly processing that includes all transactions deposited to or paid from your account.

- We subtract from this balance any holds placed on a deposit to your account and any holds placed due to legal process.

- We add pending deposits that are immediately available for your use (including cash deposits, electronic deposits, and the portion of a paper check deposit we make available; see "Funds availability policy" section for details).

- We subtract pending withdrawals we have either received (such as wire transfers and other electronic transactions) or are known to us (such as your checks we receive for payment from your account) but have not processed.

How do we post transactions to your account?

We post transactions each business day (Monday through Friday except federal holidays) during our nightly processing. Once we process a transaction, we post the results to your account. There are three key steps to this process. The most common types of transactions are processed as described below.

1. **We determine the available balance in your account (as described above) that we can use to pay your transactions.**
2. **We sort your transactions into three categories: deposits, "must-pay" transactions, and checks and certain ACH payments.**

   - **Deposits.** We credit your account for deposits, including cash and check deposits and incoming electronic transfers, received before the cutoff time at the location the deposit or transfer was made.

   - **"Must-pay" transactions.** A "must-pay" transaction is a withdrawal/payment we have previously authorized and cannot return unpaid, such as account transfers, and teller-cashed checks. If we receive more than one of these transactions for payment from your account, we will generally sort and pay them based on the date and time we received them. Multiple transactions that have the same time will be sorted and paid from lowest to highest dollar amount.

   - **Checks and certain ACH payments.** Finally, we use your remaining funds to pay to pay your checks and preauthorized ACH payments (such as bills you pay by authorizing a third party to withdraw funds directly from your account). If there is more than one of these types of transactions, they will be sorted by the date and time we received them. Multiple transactions that have the same time will be sorted and paid from lowest to highest dollar amount.

3. **If the available balance in your account is not enough to pay all of your transactions, we will decide whether to pay your transaction and overdraw your account or return your transaction unpaid.**

- **Important Note:** When we receive multiple transactions on the same day and the available balance in your account is not enough to pay all the transactions, we reserve the right to choose the order in which we pay the transactions, including paying the highest dollar amount first or in any other order we determine in our sole discretion.

What is your responsibility if your account has an overdraft?

If you have an overdraft on your account (including transactions we have paid on your behalf into overdraft, plus any fees), you must promptly make a deposit or transfer to return your account to a positive balance.

Additional rules for checks and withdrawals

What identification do we request to cash items presented over the counter by a non-customer?

For these transactions, we require acceptable identification, which can include a fingerprint from the person presenting your item. We may not honor the item if the person refuses to provide us with requested identification.

Are there special rules if you want to make a large cash withdrawal or deposit?

We may place reasonable restrictions on a large cash withdrawal. These restrictions include requiring you to provide five business days' advance notice to ensure we have sufficient cash on hand. We do not have any obligation to provide security if you make a large cash withdrawal. If you want to deposit cash for a very large amount, we have the right to require you to provide adequate security or exercise other options to mitigate possible risks.

Can you perform transactions at an affiliate?

Yes. You may make deposits to and withdrawals from your account at an affiliate, provided the affiliate agrees. If you make a deposit to your account at an affiliate, that affiliate's collection schedule and funds availability policy will determine when the deposited funds will be considered collected and available. If an affiliate cashes an item for you, we may place a hold on your account for a corresponding amount of funds. If the item is later returned to the affiliate for any reason, we may debit one or more of your accounts for the amount of the item.

Are we responsible for reviewing checks for multiple signatures?

No. We are not responsible for reviewing the number of signatures on your account. We do not accept any duty to enforce multiple signature requirements. If you indicate that more than one signature is required, this indication is for your own internal procedures and is not binding on us.

Are we required to honor dates and special instructions written on checks?

No. We may, without inquiry or liability, pay a check even if it:

- Has special written instructions indicating we should refuse payment (e.g., "void after 30 days" or "void over $100");
- Is stale-dated (i.e., the check's date is more than 6 months in the past), even if we are aware of the check's date;
- Is post-dated (i.e., the check's date is in the future); or
- Is not dated.

We may also pay the amount encoded on your check in U.S. dollars, even if you wrote the check in a foreign currency or made a notation on the check's face to pay it in a foreign currency. The encoded amount is in the line along the bottom edge of the front of the check where the account number is printed.

Can you use a facsimile or mechanical signature?

Yes. If you use a facsimile or computer-generated signature and/or a logo (including a stamp), any item appearing to use your facsimile or computer-generated signature and/or logo will be treated as if a signer on your account had actually signed it.

Are we liable for paying a consumer ACH debit entry on your account?

No. Under the ACH operating rules, certain types of ACH debit entries may only be presented on a consumer account ("a consumer ACH debit entry"). We will have no obligation to pay, and no liability for paying, any consumer ACH debit entry on your account.

What is the acceptable form for your checks?

Your checks must meet our standards, including paper stock, dimensions, and other industry standards. Your checks must include our name and address, as provided by us. Certain check features, such as security features, may impair the quality of a check image that we or a third party create.

We reserve the right to refuse checks that do not meet these standards or cannot be processed or imaged using our equipment. We are not responsible for losses that result from your failure to follow our check standards.

How do you reorder checks?

You can reorder checks by mailing the reorder form enclosed in your current order of checks or by calling us at the telephone number shown on your account statement. If you or a third party prints its items, we shall have no liability to you if we are unable to process these checks by automated means.

How do you stop payment on a check?

You may request a stop payment on your check in a time and manner allowing us a reasonable opportunity to act on it before we pay, cash, or otherwise become obligated to pay your check.

Each stop payment order is subject to our verification that we have not already paid or otherwise become obligated to pay the check from your account. This verification may occur after we accept your stop payment order.

In order to issue a stop payment order on a check, we request the following information:

- Your bank account number,
- The check number or range of numbers,
- The check amount or amounts,
- The payees' names, and
- The date on the check.

We are not responsible for stopping payment on a check if you provide incorrect or incomplete information about the check. We are also not responsible if we do not pay a check for which a valid stop payment order is in effect.

What is the effective period for a stop payment order?

A stop payment order on an item is valid for 6 months. We may pay a check once a stop payment order expires. If you do not have our STOP AUTO-RENEWAL Service on your account, you must place a new stop payment order if you do not want it to expire. We treat each renewal as a new stop payment order. We will charge you for each stop payment order you place (as well as each renewal).

If you have our STOP AUTO-RENEWAL Service on your account, your stop payment order renews annually for up to six 12- month periods, unless you otherwise notify us in writing.

How do you cancel a stop payment order?

To cancel a stop payment order, we must receive your request in a time and manner allowing us a reasonable opportunity to act on it.

Are you still responsible if we accept a stop payment on a check?

Yes. Even if we return a check unpaid due to a stop payment order, you may still be liable to the holder (e.g., a check cashing business) of the check, and potentially additional amounts that the holder may be due under the laws governing

this Agreement.

How can you prevent a post-dated item from being paid before its due date?

A post-dated item is an item you issue with a date in the future. We are not responsible for waiting to honor the item until that date, unless you instruct us to do so through the use of a stop payment order for the item. You are responsible for notifying us to cancel the stop payment order when you are ready to have that item paid.

How do you stop payment for preauthorized electronic fund transfers?

For information on placing a stop payment order on an ACH debit entry, please refer to "Fund transfer services" In the "Electronic banking services" section of this Agreement.

Your account ownership

Can you assign ownership of your account?

No. No assignment of your account will be valid or binding on us, and we will not be considered to have knowledge of it, until we consent and the assignment is noted in our records. However, by noting the assignment, we do not have any responsibility to assure that the assignment is valid. Any permitted assignment of your account is subject to our setoff rights.

What if an owner does not sign account documentation?

If a customer identified in our records as an owner or a co-owner of an account does not sign the account application or other account-related documentation, it does not prevent us from treating the customer as an owner or a co-owner of that account; we are not liable to anyone as a result.

Are all joint owners responsible for liabilities on your account?

Yes. All joint owners are each individually and jointly responsible for any overdraft on your account, regardless of who caused or benefited from the overdraft. If there is a setoff, an enforcement of our security interest in your account, or legal action (such as a third party garnishment, seizure, forfeiture, or tax levy) affecting any co-owner, we have the right to treat all funds in the account as belonging to the customer against whom the setoff, enforcement of the security interest, or other legal action is directed. If your account is closed for unsatisfactory handling, we may report all joint owners to the consumer reporting agencies.

What happens upon death or incompetence of a signer or account owner?

Please notify us promptly if you learn or suspect an account owner or signer has been declared incompetent by a court or a legal authority, or has died. When we receive proper notice, we may:

- Freeze the account until we receive documents verifying the incapacity or death and instructions for the funds remaining in the account,
- Pay (without inquiring) any item authorized by the account owner before being declared incompetent or dying,
- Return or reverse deposits made to the account, and
- Apply funds in the account to any debt the account owner owes us before recognizing the rights to any remaining funds of a surviving joint owner or other person.

If we are liable for taxes because we released funds in an account after the account owner's death, the account owner's estate is responsible for reimbursing us for those taxes.

Upon notifying us of the death or incompetence of a business owner, the business entity will need to provide documentation evidencing any change in the ownership or control of the entity following applicable legal formalities.

Interest earning accounts

What interest rate applies to an interest earning account?

When you open an interest earning account, we will provide you with the current interest rate and Annual Percentage Yield (APY) for your account. Interest earning accounts earn interest at a variable rate, except time accounts. We may change the interest rate for variable-rate accounts at any time. The interest rate may vary depending on your daily balances.

How do we calculate earned interest?

We may use either the daily balance method or the average daily balance method to calculate interest. Unless we have specified otherwise in writing, we will use the daily balance method to calculate interest. The daily balance method applies a daily periodic rate to principal each day.

The average daily balance method applies a periodic rate to the average daily collected balance for the period. The average daily balance is calculated by adding principal each day and dividing by the number of days in the period.

If your account is a tiered-rate account, we may pay the same interest rate on more than one tier.

When does a deposit begin accruing interest?

Cash deposits begin accruing interest the same business day a deposit is credited to your account. If you deposit an item such as a check, interest begins accruing on the business day we receive credit for the item.

Is interest compounded and when is it credited?

Interest will compound on a daily basis. For checking and savings accounts, interest will be credited on a monthly basis. For time accounts, we will notify you separately as to the frequency with which interest will be credited to your account.

Can you specify a target balance on your accounts?

Yes. If you maintain multiple accounts with us, you may, with our consent, designate in writing one of these accounts as your "principal account" and one or more additional accounts as "target balance accounts." For each target balance account, you will separately specify to us in writing the ledger balance or collected balance which you wish to maintain in that account (the "target balance"). At the end of each business day, we will determine the applicable balance on deposit in each target balance account. If the applicable balance in a target balance account is greater than its target balance, we will transfer to the principal account the funds necessary to bring the applicable balance to the target balance. If the applicable balance is less than the target balance, we will transfer to the target balance account the funds necessary to bring the applicable balance to the target balance. We may, but will not be required to, transfer funds even if the transfer would create an overdraft or exceed the collected balance on deposit in the principal account.

When are interest adjustments disclosed in your account statement?

An interest adjustment may be reflected on your account statement in a month later than the month in which it occurs.

What is the difference between Annual Percentage Yield (APY) and Annual Percentage Yield Earned (APYE)?

- The Annual Percentage Yield (APY) is a percentage rate reflecting the total amount of interest paid on an account based on the interest rate and the frequency of compounding for a 365-day period.
- The Annual Percentage Yield Earned (APYE) is an annualized rate that reflects the relationship between the amount of interest actually earned on your account during the statement period and the average daily balance in the account for the statement period.

We calculate both your APY and APYE according to formulas established by federal regulations. The APYE appears on your account statement.

Do we have the right to require 7 days written notice before you withdraw money from your savings account?

Yes. We have the right to require 7 days written notice before you withdraw money from your savings account.

Time accounts (CDs)

What are time accounts?

Time accounts include deposits which are payable at the expiration of a specified term, no less than seven calendar days after the date of deposit. We may also refer to a time account as a CD or a Certificate of Deposit, even though we do not issue a paper certificate when opening the account or require a paper certificate to close the account. The time account's maturity date is the last day of the term for the time account. The maturity date is printed on your receipt.

When can you withdraw funds from your time account?

You may withdraw funds from your time account on the maturity date without a penalty. You may also generally withdraw funds without a penalty within the seven calendar days after the maturity date (grace period). You may be charged a penalty if you make a withdrawal at any other time.

How is the early withdrawal penalty assessed?

If you withdraw funds from your time account before the maturity date, an early withdrawal penalty will be assessed. For terms:

- Less than three months (or less than 90 days), the fee is one month's interest.
- Three months (or 90 days) through 12 months (or 365 days), the fee is three months' interest.
- Over 12 months through 24 months, the fee is six months' interest.
- Over 24 months, the fee is 12 months' interest.

The minimum fee is $100.

The early withdrawal penalty is based on the principal amount withdrawn, at the interest rate on your time account at the time of withdrawal. For purposes of determining the amount of the early withdrawal penalty, one month's interest is equal to one year's interest - at the interest rate in effect at the time of withdrawal - divided by 12. The amount of the early withdrawal penalty is deducted from earned interest. If the penalty is greater than the earned interest, the difference is deducted from the principal. In no event will the early withdrawal penalty for a withdrawal during the first six days after the date of deposit be less than seven days' simple interest.

Can you deposit additional funds into your time account?

You can only deposit additional funds during the grace period.

Will your Annual Percentage Yield (APY) change if you withdraw interest before maturity?

The APY we disclose to you assumes the interest you earn will remain on deposit until your time account matures. If you withdraw your earned interest before maturity, your account will earn less interest over time and the actual APY will be less than the disclosed APY.

How does your time account renew?

Your time account will automatically renew at maturity:

- Typically for a similar term unless we inform you prior to maturity of a different term; and
- At our interest rate in effect on the maturity date for a new time account of the same term and amount, unless we have notified you otherwise.

Electronic banking services

Fund transfer services

The following terms and conditions apply to funds transfers to or from your account. These terms and conditions are in addition to, and not in place of, any other agreements you have with us about funds transfers. The terms "funds transfer," "funds-transfer system," "payment order," and "beneficiary" are used here as defined in Article 4A of the Uniform Commercial Code, as adopted by the state whose laws govern this Agreement.

Rules of funds transfer systems

Funds transfers to or from your account will be governed by the rules of any funds transfer system through which the transfers are made, including Fedwire, the National Automated Clearing House Association, the Electronic Check Clearing House Organization, any regional association (ACH), the Clearing House Interbank Payments System (CHIPS), the Society for Worldwide Interbank Financial Telecommunications (SWIFT), and the RTP system (RTP System).

We are under no obligation to honor, in whole or in part, any payment order or other instruction that could result in our violation of applicable law, including requirements of the U.S. Department of the Treasury's Office of Foreign Assets Control and the Financial Crimes Enforcement Network.

Sending funds transfers

In acting on your transfer instructions, we may use any means of transmission, funds transfer system, clearing house, or intermediary bank that we reasonably select.

Notice of funds transfers

We will notify you of funds electronically debited from or credited to your account through the account statement covering the period in which the transaction occurred. We are under no obligation to provide you with any additional notice or receipt

Reliance on identification numbers

- If a payment order or other instruction to transfer funds describes the party to receive payment inconsistently by name and account number, we may make the payment based on the account number, even if it identifies a party different from the named recipient.
- If an instruction or order to transfer funds describes a participating financial institution inconsistently by name and identification number, we may rely on the identification number as the proper identification of the financial institution.

Duty to report unauthorized or erroneous funds transfers

You will exercise ordinary care to determine whether a funds transfer to or from your account was either not authorized or erroneous. You will also notify us of the facts within a reasonable time, not exceeding 14 days after you have received your account statement from us on which the funds transfer appears or you otherwise have notice of the funds transfer, whichever is earlier. You must notify us within 14 days to be entitled to a refund from us. If you do not notify us within 14 days, we will be entitled to retain payment for the funds transfer.

Erroneous payment orders

We have no obligation to detect errors you make in payment orders - for example, an instruction to pay a beneficiary not intended by you, or to pay an amount greater than the amount you intended, or a transmission of a duplicate payment order previously sent by you. If we detect an error on one or more occasions, we will not be obligated to detect errors in any future payment order.

ACH transactions

In addition to the other terms in the Agreement, the following terms and conditions apply to payments to or from your account that you transmit through an ACH:

- Your rights for payments to or from your account will be based on the laws governing your account.

- When we credit your account for an ACH payment, the payment is provisional until we receive final settlement through a Federal Reserve Bank or otherwise receive payment.
- If a payment is credited to your account and we do not receive final settlement or payment, we are entitled to a refund from you for the amount credited to your account.
- You authorize any Originating Depository Financial Institution (ODFI) to initiate, according to ACH Operating Rules, ACH debit entries to your account for presentment or re-presentment of items written or authorized by you.

Reversal or return of ACH transactions

Under the ACH Rules, we can return any non-consumer ACH debit entry as unauthorized until midnight of the business day following the business day we post the entry to your account. (For example, if we post the entry on Tuesday, we can return it up to midnight on Wednesday.) For us to meet this deadline, you are required to notify us to return any non-consumer ACH debit entry as unauthorized by the cutoff time we separately disclose. The cutoff time is currently 3:00 PM Central Time. (In the example above, you would need to notify us by 3:00 PM Central Time on Wednesday).
If you do not notify us in a timely manner of the unauthorized non-consumer ACH debit entry, we will not be able to return it without the cooperation and agreement of the originating bank and the originator of the debit entry. Any other effort to recover the funds must occur solely between you and the originator of the entry.

Stop payment orders on ACH debit entries

You may request a stop payment order for an ACH debit entry that has not already been paid from your account. An "ACH debit entry" is an order or request for the withdrawal of money from your account through ACH. To be effective, a stop payment order must be received in a time and manner that gives us a reasonable opportunity to act on it. If you provide oral instructions to stop payment on an ACH debit entry, we may require confirmation in writing. If that written confirmation is not received, we may remove the stop payment order after 14 days. An instruction to revoke a stop payment order must be received in a time and manner that gives us a reasonable opportunity to act on it.

To place a stop payment order on an ACH debit entry, you must provide:
- Your account number,
- Amount of the ACH debit entry,
- Effective date of the ACH debit entry, and
- Name associated with the originator of the debit entry.

We may request additional information and may use only a portion of the required information to identify the ACH debit entry. We may be able to place a stop payment order based on the company identification number of the originator of the ACH debit entry, but this may stop all ACH entries received from this sender.

Additional information on ACH debit entries

Any information provided by you that is incorrect or subject to change (for example, if the originator changes its company identification number or individual identification number) may result in payment of the ACH debit entry. You acknowledge this risk and agree that you are responsible for notifying the originator of the ACH debit entry that your authorization has been revoked. You agree to indemnify and reimburse us and hold us harmless from and against any loss incurred by us as a result of our paying an ACH debit entry if any of the information relied on in the stop payment order is incorrect or incomplete (or as a result of us not paying an ACH debit entry for which a valid stop payment order is in effect).

Receiving RTP payments

The following additional terms apply to any real-time payments we receive for credit to your account through the RTP System. The terms "sender," "receiver," and "sending participant" are used here as defined in the System Rules governing RTP payments ("RTP Rules"). In addition to the RTP Rules, RTP payments will be governed by the laws of the state of New York, including New York's version of Article 4A of the Uniform Commercial Code, as applicable, without regard to its conflict of laws principles.

- The RTP System may be used only for eligible payments between a sender and receiver with accounts located in the

United States. You may not send or receive payments on behalf of any person or entity not domiciled in the United States. RTP payments that are permitted under the RTP Rules and our requirements will be considered eligible payments for purposes of this Agreement.

- RTP payments cannot be cancelled or amended by the sender. If we receive a message from a sending participant requesting return of an RTP payment received for credit to your account, we may notify you of that request. You are not obligated under the RTP Rules to comply with any such request for return of funds. Any dispute between you and the sender of an RTP payment should be resolved between you and the sender.
- If you do not wish to accept an RTP payment received for credit to your account, you may request that we return that payment to the sender. We may, at our sole discretion, attempt to honor that request, but will have no liability for our failure to do so.
- RTP payments are typically completed within 30 seconds of transmission of the RTP payment by the sender, unless the RTP payment fails or is delayed due to a review by us or the sending participant, such as for fraud, regulatory, or compliance purposes. Transaction limits imposed by the RTP System or sending participant may also prevent RTP payments from being received for credit to your account.

Selected services

Stagecoach Deposit® - ATM Deposit Only Card Service.

You may elect to use Wells Fargo's *Stagecoach Deposit®* Deposit Only Card Service by completing and returning to us the setup form for the service. This service allows you to make deposits to your account using a Stagecoach Deposit® ATM Deposit Only card ("Deposit Card") at a designated Wells Fargo ATM ("ATM") or in a Wells Fargo branch.

When you make deposits at a designated Wells Fargo ATM, you will make those deposits according to the instructions we provide. You will gain access to the ATM using the Deposit Card and a Personal Identification Number ("PIN"); you assume the risk of misuse of both. We will provisionally credit each deposit to your account based on the amount you key into the ATM. Your ATM deposits are subject to the standard cut-off time established for the ATM into which the deposit was made and our funds availability policy applicable to your account. If the dollar amount of your deposit - as determined by us - differs from your total (as shown on your ATM receipt), we will send you a statement showing the amount of this difference. You agree that our count of the dollar amount of your deposit will be conclusive and binding on you. You will have full responsibility for each deposit and its contents until the deposit has been completely and physically accepted into the ATM. If you claim any portion of a deposit was lost or stolen while in our custody, you acknowledge that you have the burden of proving your claim. If you order supplies for the ATM Deposit Service through the ATM, you authorize us to initiate debits to your account and credits to the accounts of third party vendors to cover the cost of those supplies provided to you. Those transfers may be processed through an automated clearing house or any other means chosen by us, and will be subject to the rules of the funds transfer system used by us. Your authorization for the transfers will remain in full force and effect until we have received written notification from you of its termination in a time and manner as to afford us and any third-party vendor a reasonable opportunity to act on it.

Stagecoach Deposit® - Post Verify Service.

If you elect to use our Stagecoach Deposit® - Post Verify Service, you will prepare, package, and deliver Stagecoach deposits to us according to our instructions. We will provisionally credit your account for the currency shown on the deposit ticket enclosed in your Stagecoach deposit bag as follows:

- Same day credit for deposits delivered to one of our offices before that office's cut-off time on any business day we are open or for deposits placed in night depository before 6:00 a.m. on any business day we are open; or
- Next business day credit for deposits delivered to one of our offices on any business day we are open on or after the office's cut-off time or on any non-business day.

All Stagecoach deposits are subject to our acceptance and verification. We will verify the currency in your Stagecoach deposit bag either at a later time in our office or when your Stagecoach deposit bag is delivered to our cash vault. Checks will be verified when they are delivered to our check processing center. We reserve the right to adjust (debit or credit) your

account if we determine that the amount shown on your deposit ticket is incorrect. Because the frequency of armored courier transportation from our offices to our vaults varies from office to office, the time it takes to verify your Stagecoach deposit may vary, depending on the office to which your Stagecoach deposit bag is delivered. In most cases, adjustments will be made and notification will be sent within three business days. Adjustments will be effective when they are processed.

Overdraft Protection

This is an optional service you can add to an eligible checking account by linking up to two eligible accounts (one savings, one credit). We will use available funds in your linked account(s) to authorize or pay your transactions if you don't have enough money in your checking account. If you link two accounts, you may tell us which account to use first to transfer/ advance funds. If you do not specify an order, we will first transfer funds from your linked savings account.

- **Transfers from linked savings account.** If the available balance in your savings account is $25 or more and can cover the overdraft, we will transfer the exact amount needed or a minimum of $25. If the available balance in your savings account is less than either $25 or the amount needed, we will transfer the available balance.

- **Advances from linked credit card or line of credit account.** If the available credit in your credit card account is $25 or more and can cover the overdraft, we will advance the exact amount needed or a minimum of $25. If the available credit in your credit card account is less than either $25 or the amount needed, we will advance the available credit. Advances from an eligible linked Wells Fargo line of credit will be made in increments of $100 or $300 (See your Credit Account Agreement for specific details).

Debit Card Overdraft Service

Debit Card Overdraft Service allows us to approve (at our discretion) your ATM and everyday (one-time) debit card transaction(s) if you do not have enough money in your checking account or in accounts linked for Overdraft Protection at the time of the transaction. With this service, ATM and everyday (one-time) debit card transactions may be approved into overdraft at our discretion and an overdraft fee may apply. If you make a covering transfer or deposit (subject to our funds availability policy) by the posted cutoff time on the same business day as the transaction, no fees will be assessed. Debit Card Overdraft Service does not apply to checks and other transactions such as Bill Pay, ACH, or recurring debit card transactions (such as utilities or health club memberships). We may continue to authorize or pay these transactions into overdraft, at our discretion, and our standard overdraft fees and policies will apply.

If Debit Card Overdraft Service is not added and there is not enough money in your checking account or accounts linked for Overdraft Protection, your ATM and everyday (one-time) debit card transactions will be declined, and there will be no fees for declined transactions. If the service is not added and your ATM or everyday (one-time) debit card transaction creates a negative balance during posting, there will not be an overdraft fee.

Debit Card Overdraft Service is automatically added to eligible business accounts at account opening.

You can add or remove the service at any time. Debit Card Overdraft Service is not available for certain accounts, such as accounts for government entities or savings accounts. Debit Card Overdraft Service is a discretionary service that we may remove for a variety of reasons including excessive overdrafts or returned items, as we determine.Wells Fargo's standard overdraft coverage

Our standard overdraft coverage is when, at our discretion, we pay items, such as checks or automatic payments (e.g., ACH payments) into overdraft rather than returning them unpaid. You can request to remove our standard overdraft coverage from your account by speaking to a banker.

Important: If standard overdraft coverage is removed from your account, the following will apply if you do not have enough money in your checking account or in accounts linked for Overdraft Protection to cover a transaction:

- We will return your checks and automatic payments (such as ACH payments) and you could be assessed fees by merchants.
- We will not authorize ATM and everyday (one-time) debit card transactions into overdraft. If your account is enrolled in Debit Card Overdraft Service, the service will also be removed.

We will not authorize certain transactions (such as cashed checks, recurring debit card transactions or Bill Pay transactions) into overdraft. However, if these transactions are authorized when your account has enough money but are later presented for payment when your account does not have enough money, we will pay the transaction into overdraft and charge an overdraft fee.

Important information about fees:

- Fees may be assessed with each item paid into overdraft subject to the following:
- No overdraft fee will be assessed on ATM and everyday (one-time) debit card transactions unless Debit Card Overdraft Service is added to your account. The merchant informs us if a debit card transaction is a one-time or recurring transaction. An overdraft fee can be assessed on recurring debit card transactions and any other item we pay into overdraft.Any overdraft fee assessed will be deducted from your account during the morning of the next business day following our nightly process.
- We will track transactions that reduced your available balance while pending and caused overdraft fees on other transactions. If these transactions are presented for payment within 10 business days after they first appeared as pending, we will waive any overdraft fees on those transactions. In rare circumstances, the merchant presents transactions for payment with a different identification code than was used when the transaction was sent for authorization and we are unable to match them.

WELLS FARGO

Acceptance of Services

1. Agreement to be Bound by Service Documentation

By signing this Acceptance of Services {"Agreement"), the customer identified on the signature block {"Customer" or "Company") confirms that it has received and agrees to be bound by the Service Documentation for the Treasury Management Services {each, a "Service"). Customer may also be referred to as "Company" in the Service Documentation. "Service Documentation" is defined in Wells Fargo Bank, N.A.'s {"Bank") Master Agreement for Treasury Management Services. Customer's use of any Service, including each Service Customer enrolls in, confirms Customer's receipt of and agreement to be bound by the Service Documentation relating to that Service.

2. Power and Authority of Signer

Customer has granted the person{s) signing this Agreement the authority on Customer's behalf to {i) enter into this Agreement and other agreements with Bank for Services on or after the Effective Date of this Agreement and {ii) amend, terminate or otherwise act on behalf of Customer with respect to this Agreement and the Services.

3. Security Procedures

Unless otherwise agreed, Customer agrees that "Security Procedure" is the applicable security procedure described in the Service Documentation for Customer's Initiation Method for the Service, which Bank will use to verify the authenticity of a Transaction. The term "Initiation Method" refers to the method Bank offers in the product enrollment form {"Set-up Form") or other Service Documentation for delivering Customer's Transaction instructions to Bank with respect to the applicable Service and includes any applicable transmission protocols. The term "Transaction" means {i) any funds transfer or payment instruction {including any communication cancelling or amending an instruction), and {ii) any instruction, data or other information which Bank receives in Customer's name with respect to a funds transfer.

The purpose of the Security Procedure is to verify the authenticity of the Transaction. Bank will not use the Security Procedure to detect an erroneous or duplicate transaction. Customer will be responsible for any erroneous or duplicate transaction Bank receives in Customer's name. Customer agrees to be bound by each Transaction, whether or not authorized by Customer, issued in Customer's name and accepted by Bank in compliance with the Security Procedure for the Service.

4. **Commercially Reasonable**

Customer acknowledges that it has had an opportunity to review the Security Procedures offered by Bank in the Security Procedure Reference Guide, available on our *Commercial Electronic Office* portal. Customer agrees that each Security Procedure for the Initiation Method Customer has elected in the Set-up Form or other Service Documentation for each of its Services (a) best meets Customer's requirements with regard to the size, type and frequency of its Transactions, and (b) is commercially reasonable.

If Customer has refused to use a standard Security Procedure and elects a non-standard Security Procedure, then Customer expressly agrees that the non-standard Security Procedure(s) Customer has elected better meets Customer's requirements than any standard Security Procedure with regard to the size, type and frequency of Transactions issued by Customer to Bank and is commercially reasonable.

5. **Confidentiality of Security Procedure and Authentication devices/passwords**

Customer and Bank will preserve the confidentiality of the Security Procedure(s) and any passwords, codes, security devices and related instructions provided by Bank. If one party becomes aware of a breach, or suspects that a breach may occur, it will promptly notify the other party. Customer will maintain effective internal procedures to safeguard against any unauthorized Transaction and warrants that no individual will be allowed to initiate a Transaction without proper supervision and safeguards.

Customer Name(s)

City of Farmington, a New Mexico municipal corporation ("City")

Printed Name of Authorized Representative - Mayor Nate Duckett
Signature NWDuckett
Date 6/3/2024

Legal Department
Approved as to form
By: Russell Reed
Date: 5/31/24

WELLS FARGO

ACH and Related Services Service Description

Treasury Management services

[REVISED - September 30, 2022]
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Introduction

The Service Documentation contains the terms and conditions under which we provide you the services described below. "You," "your" or "yours" refer to the Bank customer identified on the Acceptance of Services that is signed when you enroll in the Services ("Acceptance"). The terms "we," "us," or "our" refer to the Bank. Other capitalized terms used in this Service Description are defined in the Master Agreement or in the Glossary at the end of this Service Description.

The services (each a "Service") covered by this Service Description are:

- ACH Origination service
- ACH Fraud Filter service
- Cash Concentration service
- *Perfect Receivables*®service
- *WellsTAX* Payments service

The Service Documentation includes:

a. The Service Description (which contains terms and conditions applicable to the Service),
b. The Acceptance (which indicates your acceptance of the Service Documentation),
c. The Master Agreement (which contains terms and conditions applicable to all services),
d. The Account Agreement governing the Account,
e. The Product Enrollment Form (which contains set-up information for each service in which you are enrolling), and
f. User Guides (which include Terms of Use, software, software licenses, price schedules, specifications, instructions, and notices).

The documents and individual provisions of the Service Documentation are intended to be read together as one agreement between you and us. This Service Description and the Master Agreement are posted at our *Commercial Electronic Office®(CEO®)* portal. If there is a conflict among the documents that are part of the Service Documentation, they will govern in the order listed above. Your use of a Service confirms your receipt of, and agreement to be bound by, this Service Description and all Service Documentation.

Services

ACH Origination Service

1. **Description of services.** With this Service you can originate ACH credit and debit Entries in accordance with the ACH Rules. Any capitalized terms not specifically defined in the Service Documentation will be as defined in the ACH Rules. By using this Service, you authorize us to originate Entries on your behalf to Receivers' accounts, you agree to be bound by the ACH Rules, and you agree not to originate Entries that violate the laws of the United States.

2. **Preparation of Entries and Files; processing schedules.** You will prepare and deliver each File in accordance with the ACH Rules, User Guides and other guidelines we make available to you. You agree to use the applicable Security Procedure when you send Entries to us. We will process each File under our current processing schedule and any instructions about the Settlement Date of an Entry that you provide, if (a) we receive the File by our Cutoff Time on a Business Day and (b) the ACH is open for business. Your Files will be considered received by us when the transmission is completed and authenticated in compliance with the Security Procedure. If your File is received after our Cutoff Time or on a day when the ACH is not open for business, we will treat the File as having been received prior to our Cutoff Time on the next Business Day on which the ACH is open for business. In processing your Entries or Files, we may use any means of transmission, funds transfer system, clearing house or intermediary bank that we reasonably select.

3. **Inconsistency of name and number.** If an Entry describes the RDFI both by name and identifying number, we, a Gateway Operator or another financial institution handling the Entry may rely on the identifying number to identify the RDFI, even if the identifying number refers to an institution other than the named RDFI. If an Entry describes a Receiver both by name and identifying number, the RDFI may pay the Entry based on the identifying number, even if the number identifies a person different from the named Receiver.

4. **Your payment obligations with respect to entries.** You are obligated to pay us in immediately available funds an amount equal to the sum of all credit Entries you deliver to us before we send your Entries to the ACH or Gateway Operator or post an on-us Entry. When we act as both the ODFI and RDFI for an Entry, the Entry is an "on-us Entry." You will maintain available funds in each Account sufficient to cover your credit Entries. You authorize us to debit the Account for the total amount of all credit Entries originated from it at any time. We may refuse to process any credit Entries, even if we have done so in the past, without having first been paid by you, but, if we do, the amount is immediately due and payable without notice or demand. We may take other actions to ensure we receive payment for your credit Entries including (a) upon notice to you, placing a hold on funds in any account you hold with us or our affiliate sufficient to cover your credit Entries and (b) setting off against any amount we or our affiliate owes you. In addition, we may charge the Account or any other of your accounts held with us or our affiliate for any debit Entry, including any correcting or Reversal Entry later returned to us. You will reimburse us for any returned debit Entries on the same day you receive notice of the returned Entry. You agree that we do not need to send a separate notice of debit Entries which have been returned unpaid.

5. **Provisional credit.** If we credit your Account for an Entry, the credit is provisional until we receive final settlement. If we do not receive final settlement, we are entitled to debit your Account or any other accounts you own in whole or in part with us or our affiliate for the amount of the Entry. If there is any remaining shortfall, you will pay it immediately upon demand.

6. **Rejected entries.** We may reject an Entry or File if you do not comply with the terms of the ACH Rules and the Service Documentation, and we will attempt to notify you promptly so you may correct the problem. We will have no liability for rejecting an Entry or File or failing to provide notice of a rejection. If you ask us to repair an Entry or File, we will have no liability if we are unable to make the requested repair. You will pay all charges and expenses for any repair or attempted repair.

7. **Cancellation, amendment, reversal.** You have no right to cancel, amend or reverse an Entry or File after we receive it. If you do request that we cancel, amend or reverse an Entry or File, we may, in our sole discretion, attempt to complete the request. If we do not complete the request, we will have no liability and you will reimburse us for any expenses, losses or damages we incur.

8. **Your duty to report erroneous or unauthorized entries.** You will exercise reasonable care to determine whether an Entry we accepted was either erroneous or not authorized and to notify us of the relevant facts within a reasonable time not exceeding 14 days after you receive our notification that the Entry was accepted or that the Account was debited for the Entry, whichever is earlier. If you do not notify us within 14 days, we will not be liable for any loss of interest or for any other loss relating to an erroneous or unauthorized debit to your Account or because of any other discrepancy in the notification.

9. **Re-transmission of returned entries.** We are not required to re-transmit a returned Entry or File to the ACH or Gateway Operator, or to take any further action on a returned on-us Entry.

10. **Audit.** You grant us ongoing access to your Files and the right to audit periodically your Files, ACH processes and controls so we can verify your compliance with the ACH Rules and this Service Description or any other Service Documentation.

11. **Warranties.** We make certain warranties under the ACH Rules and other Applicable Law when you use this Service. You will reimburse us for any Losses we incur, including our reasonable attorneys' fees and legal expenses, as the result of a breach of a warranty we make in connection with any of your Entries, except to the extent that the Losses resulted from our own gross negligence or intentional misconduct.

    Indemnification. We indemnify certain persons under the ACH Rules when you use this Service. You agree to reimburse us and our Representatives for any Losses we incur, including our reasonable attorneys' fees and legal expenses, as the result of the enforcement of any such indemnity, except to the extent the Losses resulted solely from our own gross negligence or intentional misconduct. In addition, you will indemnify us and our Representatives from and against all Losses awarded against or incurred or suffered by us arising directly or indirectly from or related to any material breach of a representation, warranty, or covenant you provide regarding this Service.

12. **Termination.** In addition to the termination provisions contained in the Master Agreement, we may terminate this Service immediately upon notice to you if we determine in our sole discretion: the number of returned debit Entries is excessive; you have breached a warranty provided under the ACH Rules or this Service or otherwise failed to comply with the ACH Rules.

13. **Survival.** Sections 3, 5, 6, 8, 9, 12 and 13 will survive termination of the Services.

Additional Terms and Service options

14. **International Entries.** This section contains additional terms that apply when you originate International Entries.
    a. **General.** You agree to comply with, and we will process each International Entry in accordance with:
        i. The laws and payment system rules of the receiving country of your International Entry,
        ii. Any agreement we provide to you governing International Entries between us and the Gateway Operator we use to process the International Entry, and
        iii. The ACH Rules.

        If there is a conflict among these three areas, they will govern in the order listed above.
    b. **Currency conversion.** With respect to International Entries, we agree to originate in a Foreign Currency, the currency conversion is governed by section 8 (Currency conversion) of the Master Agreement. For debit Entries, however, we use the Applicable Exchange Rate in effect at the time we receive the funds for settlement of the debit Entry rather than at the time we send (or execute) the debit Entry. If the debit Entry is returned to us, we may charge the applicable Account or any other of your accounts with us or our affiliate for the amount equal to the value of the returned debit Entry, after we have converted the Foreign Currency to the Account Currency at the Applicable Exchange Rate in effect when we process the returned debit Entry. We will not be liable for a sum in excess of the original amount of the debit Entry after conversion.
    c. **Acts or omissions of third parties.** We will not be liable for:
        i. Any failure or delay by a Gateway Operator, any intermediary financial institution, or the financial institution designated to receive the International Entry in the receiving country in processing or failing to process any Entry we transmit to the receiving country, or
        ii. Any acts or omissions by a third party including the delay or failure of any third party to process, credit or debit any International Entry.

15. **Third-party sender activities.** This section contains additional terms that apply when you are a Third-Party Sender or a nested Third-Party Sender, as defined by Nacha Rules.
    a. **General.** Prior to originating any Entry on behalf of each customer or upon our request, you will:
        i. Provide us with the information we require to understand the nature of your customer's business, including the name, Taxpayer Identification Number, business activity and geographic location of your customer, and whether your customer is also a Third-Party Sender,

ii. Timely provide us with information we require for purposes of our registration of you or your customer as a Third-Party Sender in accordance with the ACH Rules ("Registration") and supplemental Registration information requested by us, and

iii. Upon our request, obtain our written approval to originate or continue to originate Entries for that customer (which we may rescind upon written notice to you), and

iv. Enter into a written agreement with that customer in which that customer agrees:

1. To assume the responsibilities of an Originator under the ACH Rules and to be bound by the ACH Rules,
2. Not to originate ACH Entries in violation of the laws or regulations of the United States including without limitation the regulations issued by the Office of Foreign Assets Control,
3. To grant us ongoing access to audit the customer and any ACH Entry that it has transmitted to you for transmission to us, and
4. That we may at any time refuse to process an ACH Entry for that customer.

b. **Updates to registration information.** You will timely notify us of any changes to information you provide to us for the Registration of you or your customer as a Third-Party Sender.

c. **Representations and warranties.** With respect to each of your customers for which you are originating transactions through us, you represent and warrant to us that you have conducted the appropriate due diligence of each Third Party Sender and Nested Third Party Sender, as well as that you continue to maintain a program of monitoring of those Third Party Senders and Nested Third Party Senders, to determine that:

i. Each customer is engaged in a legitimate business, and

ii. The type, size and frequency of transactions that each customer is originating is normal and expected for the customer's type of business.

iii. That the program of oversight of the customer's originators maintains adherence to all relevant Nacha rules.

d. **Ongoing monitoring.** You will use reasonable commercial standards to monitor each customer's business and transactions on an ongoing basis and notify us promptly if you identify any unusual activity by your customer. You will take appropriate actions with respect to the customer, including refusing to originate Entries for your customer.

e. **Audit:** You agree to comply with all audit requirements under the Nacha rules and agree to provide proof of compliance upon request.

16. **Perfect NOC service.** With our Perfect NOC Service, we maintain a database of Notifications of Change (each, a "NOC") that we receive. We use this database to update your Entries in accordance with the Service options you select from time to time. We will notify you of each NOC we receive in connection with your Entries. Additional details about this Service are more fully described in the applicable User Guide.

17. **MICR-split processing service.**

a. With our MICR-Split Processing Service, if we determine that an RDFI for a debit Entry you sent is not an ACH participant (or as otherwise reasonably determined by us as appropriate), you authorize us to issue a preauthorized check ("PAC") using the debit Entry data you provided. PACs are drawn upon the Receiver's account with the applicable RDFI and deposited in your Account, but do not contain the signature of the Receiver.

b. You represent and warrant to us that:

i. You have the appropriate authorization from each person owning the Receiver's account shown in the debit Entry data, which remains effective when we issue the PAC, and

ii. You are not a "telemarketer" for purposes of the Federal Trade Commission's Telemarketer Sales Rule (16 C.F.R. Part 310).

18. **Cash Concentration service.** With the Cash Concentration Service, we originate debit Entries to move funds from your Remote Accounts into your Concentration Account. We make summary and detail level reports of your cash concentration transactions available to you through our Cash Concentration Reporting Service. Additional details about this Service and available service options are more fully described in the applicable User Guide.

a. **Options.** You can choose from the following options:

i. **Touchtone or online option.** We originate debit Entries to collect funds from your Remote Accounts for the transfer amounts you specify based on deposit information entered for each location by touch-tone telephone or computer.

ii. **Automated Cash Concentration option.** We request account balances from the financial institutions holding the Remote Accounts. We calculate transfer amounts and originate debit Entries based on your specified target balances for the Remote Accounts and other transfer parameters you may establish.

b. **Representations and warranties.** With respect to each debit Entry, we originate on your behalf, you represent and warrant to us that
   i. The debit Entry is authorized,
   ii. If you are using the Touchtone/Online option, the corresponding deposit input is accurate, and
   iii. If you are using the Automated Cash Concentration Option, you have authorized each financial institution holding a Remote Account to comply with our request for balance information.

c. **ACH deadlines.** If by our applicable Cutoff Time (i) you do not complete your deposit inputs for the Touchtone or Online option or (ii) we are unable to obtain balance information for a Remote Account for the Automated Cash Concentration option, we will not be responsible for failing to meet the ACH deadlines to originate the debit Entries.

d. **Automated Cash Concentration authorization.** You authorize us in our own name or in your name, to request that each financial institution holding a Remote Account provide us or our designee with the account balance information each Business Day using any method specified by us.

ACH Fraud Filter Service

1. **Description of service.** With this Service, you can manage incoming ACH Entries in accordance with the ACH Rules. Any capitalized terms not specifically defined in the Service Documentation will be as defined in the ACH Rules. You have the following options:
   a. **Stop option.** This option stops all incoming ACH Entries you have not authorized in advance (and not set as preauthorizations). Entries stopped under the Stop Option will be returned to the ODFI as unauthorized.
   b. **Review option.** You review and decision each incoming ACH Entries (not set as preauthorizations) before the applicable cutoff time and select each Entry to be either paid or returned. Entries that you have selected for return under the Review Option will be returned to the ODFI as unauthorized and we will create a reversing adjustment to your Account. If you do not make a pay/return decision on an Entry prior to the applicable cutoff time, the Entry will be paid or returned based on the default action you specified.
   c. **Additional criteria.** You may also set up additional decisioning criteria, including limits and preauthorizations.

2. **Echecks.** You have the following options for incoming ACH Entries that have been converted from a check (Echecks).
   a. **Stop option.** All Echecks will be automatically stopped and returned to the ODFI as unauthorized.
   b. **Post option.** All Echecks will automatically post without your review.
   c. **No additional criteria.** Additional decisioning criteria, including limits and preauthorizations, are not available for Echecks.

3. **Service restrictions.** You agree to be bound by the ACH Rules for all Entries. Regardless of the Service options or other criteria you have in place, we may return any Entry in accordance with the ACH Rules and Applicable Law. We may also accept any Entry, Reversal Entry or adjustment in accordance with our obligations under the ACH Rules and Applicable Law. This Service does not apply to transactions between you and us. We may pay Entries which you have authorized us to originate against your Account (for instance, loan or credit card payments), whether or not you have included these in your decisioning criteria.

4. **Termination.** Upon termination of this Service, you will still have the right to return individual Entries in accordance with the ACH Rules and Applicable Law.

***Perfect Receivables*© Service**

1. **Description of service.** With this Service, you can elect options for posting and reporting information about ACH entries and wire transfers (each, a "Remittance") that we post each Business Day to your Account(s). We provide a range of unique Wells Fargo payment identification codes (WPICs) that can be used to route Remittances to your Account and help you identify and post your receivables to the correct remitter.

2. **WPIC restrictions.**
   a. You may not assign a WPIC to more than one remitter or reuse any WPIC numbers.
   b. If you cannot post the Remittance to your remitter in accordance with the WPIC information, you must return the Remittance.
   c. We have the right to rescind any WPIC number or range of WPIC numbers at any time in our sole discretion. For example, we may do so if we consider it necessary to comply with Applicable Law. We will use reasonable efforts to notify you before rescinding any WPIC number unless we are prohibited from doing so by Applicable Law, or by our applicable policies and standards, as amended from time to time. When you receive notice of the rescission of any WPIC number, you will promptly notify the remitter assigned to the rescinded WPIC number that the WPIC number may no longer be used to receive Remittances. You will use best efforts to prevent the WPIC from being used to receive Remittances and will block or otherwise restrict access to funds received through a rescinded WPIC.

3. **Processing of Remittances; chargebacks.** Each Business Day, we will post to your Account all Remittances we receive prior to the Cutoff Time, except for Remittances we reject. Each credit to your Account for a Remittance is provisional until we receive final settlement for the Remittance. If we do not receive final settlement, we may debit your Account or any other account you own, in whole or in part, with us or any of our affiliates for the amount of the Remittance. You will pay us immediately upon demand for any shortfall remaining after such chargeback.

4. **Rejected Remittances.** We may, but are not obligated to, reject a Remittance:
   a. That does not contain all of the required information specified by us,
   b. If we suspect that you are not entitled to the Remittance,
   c. If at the time we receive the Remittance, you do not maintain an Account with us, the Service has been terminated, or we are not permitted by law to accept credits to any of your Accounts, or
   d. If you are in default under this Service Description or any other Service Documentation.

5. **Reporting.** Each Business Day, we will provide you with the information about Remittances posted to your Accounts through the communications channels you elect.

6. **Violation of Applicable Law.** You represent and warrant to us that you will not use the Service in a manner that could result in a violation of Applicable Law. You will provide us with the information we require to understand the nature of your use of the Service and grant us ongoing access to audit your compliance with Applicable Law. In addition to our other rights to terminate the Service under the Service Documentation, we may terminate the Service upon notice to you if we determine your use of the Service could result in a violation of Applicable Law.

We//sTAXPayments Service

1. **Description of service.** With this Service, you can use our *CEO*® portal or a touch-tone telephone to request transfers from your Account (each, a "Transfer") to pay your U.S. federal, state or other taxes specified from time to time in our User Guides. By using this Service, you authorize us to originate ACH credit Entries on your behalf to effectuate the Transfers. You agree to be bound by the ACH Rules, and also comply with applicable provisions of the ACH Service Description, which is incorporated by reference into this Service Description.

2. **Procedures for initiating transfers.** You will deliver your requests for Transfers in accordance with the Service Documentation, including the User Guides. You agree to use the applicable Security Procedures for your Initiation Method (including access codes and passwords for touch-tone telephone initiation method) when you send Transfer requests to us.

3. **Accuracy of data.** You will provide us with the information necessary for us to inform the applicable government agency or entity of the tax payment within the time period required by any rule or regulation governing the payment. You authorize us to rely on the accuracy of the information you have provided to us.

4. **Transfer deadline.** Any Transfer request delivered on any Business Day after the applicable Cutoff Time, or on a non-Business Day, will be deemed received on the following Business Day. You must deliver Transfer requests by the applicable Tax Transfer Deadline.

5. **Authorized reporting agent.** If you are a taxpayer required by federal law to make electronic Federal Tax Deposit (FTD) payments to the Internal Revenue Service (IRS) and submit FTD information through the U.S. Department of the Treasury's Electronic Federal Tax Payment System (EFTPS), we will make your Transfers as FTD payments submitted through EFTPS, regardless of any other instructions from you. In performing the Service, we are acting as your authorized reporting agent. You authorize us to accept debit Entries from the IRS to make the Transfers, and to debit your Account for the amount of such payments.

6. **Payment for Transfers.** You authorize us to debit your Account before we process a Transfer. We may refuse to process a Transfer if the Transfer would exceed the available funds in the Account on the Tax Transfer Deadline.

7. **Rejected Transfers.** We also reserve the right to delay or reject any Transfer if we believe the Transfer may violate Applicable Law or if we believe the Transfer will present a risk to you and/or us, or for other reasons. If we do not accept a Transfer request or must delay making a requested Transfer, we will attempt to notify you.

8. **No verification of Transfer Requests.** We are under no obligation whatsoever at any time to verify any Transfer and will have no liability for failing to investigate or verify any Transfer request.

9. **Confirmations.** We will confirm each Transfer on your account statement or on any bank information reporting service that we provide you. You must immediately inform us of any Transfer that is incorrect or unauthorized.

10. **Amendments and cancellations of transfer requests.** You may cancel a Transfer request before the Cutoff Time if we have not processed the Transfer. After we have processed a Transfer, it cannot be canceled, amended or reversed.
11. **Records, information and audits.** You will verify the accuracy of all records and information regarding the Service, or any Transfer and you will notify us immediately of any errors. Nothing in the Service Documentation will relieve you of:
    a. Any responsibility imposed by law, regulation or contract with regard to the maintenance of records, or
    b. Any responsibility to perform audits and account reviews customarily conducted by persons or entities whose businesses are similar to your business.

12. **Responsibility for paying taxes.** Any interruption in the Service will not relieve you of any obligation to pay any tax to the IRS, or any other government agency or entity owed the tax, and we will have no liability to you for your failure in such circumstances to pay any tax.

Glossary

Account means your account(s) with us used in connection with the Service.

Account Agreement means the applicable account agreement governing the Account.

Account Currency is defined in section 8 (Currency conversion) of the Master Agreement.

ACH means Automated Clearing House.

ACH Rules means the Nacha Operating Rules and any applicable local ACH rules.

Applicable Exchange Rate is defined in section 8 (Currency conversion) of the Master Agreement.

Applicable Law is defined in section 3 (Changes to service) of the Master Agreement.

Business Day means every day except Saturday, Sunday and federal holidays. When used in connection with funds transfer Services, "Business Day" means each day on we are open for business related to that Service.

***CEO*®** **portal** means our Commercial Electronic *Office*®portal.

Concentration Account means your Account designated in the Concentration Account Services Set-up Form.

Cutoff Time means our cutoff time each Business Day we separately disclose to you for the applicable Service.

Entry is defined in the ACH Rules.

File is defined in the ACH Rules.

Foreign Currency is defined in section 8 (Currency Conversion) of the Master Agreement.

Gateway or Gateway Operator is defined in the ACH Rules.

Initiation Method is defined in section 6 (Security procedures) of the Master Agreement.

International Entry means an Entry to an account outside the United States.

Item is defined in the Account Agreement.

Log-on Credentials is defined in section 9 (CEO portal) of the Master Agreement.

Losses means liabilities, losses, damages, claims, obligations, demands, charges, costs, or expenses (including reasonable fees and disbursements of legal counsel and court fees).

Master Agreement means the Master Agreement for Treasury Management Services.

Nested Third-Party Sender - As defined in Nacha Rules, a Nested Third-Party Sender is a **Third-Party Sender that has an agreement with another Third-Party Sender to act on behalf of an Originator,** without a direct agreement with the ODFI.

NOC or Notification of Change is defined in the ACH Rules.

ODFI (Originating Depository Financial Institution) is defined in the ACH Rules.

Originator is defined in the ACH Rules.

Payment Order means an instruction to us in your name to transfer funds from your Account (and includes any communication cancelling or amending an instruction).

RDFI (Receiving Depository Financial Institution) is defined in the ACH Rules.

Receiver is defined in the ACH Rules.

Remote Account means one or more accounts owned or controlled by you in the United States.

Representatives is defined in section 11(f) (Liability and indemnification) of the Master Agreement.

Reversal or Reversing Entry is defined in the ACH Rules.

Security Procedure is defined in the Product Enrollment Form and in section 6 (Security procedures) of the Master Agreement.

Settlement Date is defined in the ACH Rules.

Tax Transfer Deadline means a date at least one Business Day prior to the date the tax payment is due to the applicable tax authority.

Third Party Sender is defined in the ACH Rules.

WELLS FARGO

Check Cashing Service Description

1. **Introduction.** The Service Documentation contains the terms governing the Wells Fargo Bank, N.A. ("Bank") check cashing service ("Service") and includes:

   (a) this Service Description;

   (b) the Acceptance of Services or Treasury Management Product Enrollment form;

   (c) the Master Agreement for Treasury Management Services ("Master Agreement");

   (d) the account agreement governing the account(s) Company uses in connection with the Service; and

   User Guides which include Terms of Use, software, software licenses, price schedules, specifications, instructions, and notices;

   This Service Description and the Master Agreement are posted at Bank's Commercial Electronic Office® (CEO®) portal. If there is a conflict among the documents comprising the Service Documentation, they will govern in the order listed above. Company's use of the Service confirms Company's receipt of and agreement to be bound by the applicable Service Documentation. If an enhancement to the Service or other change requires a change to this Service Description, Bank will post an updated Service Description on the CEO® portal. When required by applicable law, Bank will notify Company of the update. If Company continues to use the Service after the update takes effect, Company will be deemed to have agreed to the update.

2. **Description of Bank's Service.** Bank's Service enables Company to have Bank and Bank's affiliates (each an "Affiliate" and unless otherwise specified, along with Bank, collectively "Bank") cash checks drawn on Company's accounts held at other banks.

   2.1. **Company's Request to Cash Checks.** Company requests Bank cash checks each of which: (a) has a face amount equal to or less than the amount separately agreed to by Company and Bank in the Setup Form for the Service ("Setup Form"); (b) purports to be drawn by Company on an account identified on the Setup Form for the Service (each an "Account" and collectively "Accounts") at a drawee bank identified on the Setup Form ("Drawee") (each such check a "Check") whether actually issued by Company or not; and (c) is presented in person by the payee at an office of Bank.

2.2. **Check Cashing Procedures.** Company authorizes Bank to cash any Check that it does not have actual knowledge bears an unauthorized signature, contains a material alteration, or is otherwise not properly payable so long as Bank has followed its then current check cashing procedures in connection with the cashing of the Check. Bank reserves the right to require Company to consult with Bank with respect to any information concerning Bank that is printed on Company's check stock. **COMPANY UNDERSTANDS THIS SERVICE IS NOT AVAILABLE AT CERTAIN AFFILIATES OR BANK BRANCHES LOCATED IN CERTAIN STATES AS SEPARATELY DISCLOSED TO COMPANY.**

3. **Fees.** Company agrees to pay Bank a periodic fee for the Service, which fee will be charged whether any Check is cashed during a period and may be changed by Bank from time to time upon prior written notification to Company, in accordance with the Service Documentation. In addition, a per-check check cashing fee may apply. Company agrees to inform its payees in writing that a per-check check cashing fee may apply.

4. **Termination of Service.** In addition to the termination provisions contained in the Master Agreement, Bank may immediately and without prior notice terminate the Service whenever it has any basis to believe that there will not be sufficient available funds in the Account to pay a Check when presented or, in its sole determination, there is an unacceptable risk of fraudulent activity. The provisions of this Service Description and the other Service Documentation will continue in effect with respect to all Checks cashed by Bank prior to termination of the Service.

5. **Company's Guarantee of Payment and Obligation of Reimbursement.**

5.1. **Guarantee of Check Payment.** Company unconditionally guarantees payment of all Checks even though at the time any particular Check is presented for payment (a) the endorsement of the named payee is unauthorized; (b) the Check was not drawn, issued or authorized by Company; (c) the Drawee has received a valid stop payment order regarding the Check; (d) Company does not have sufficient funds in the Account to cover the Check; (e) the Account has been closed or the Drawee is prohibited from paying Checks drawn against the Account; or (f) the Drawee has knowledge that the Check bears an unauthorized signature, contains a material alteration, or is otherwise not properly payable.

5.2. **Obligation of Reimbursement.** If a Check is dishonored or if Bank is obligated to reimburse the Drawee or a collecting bank with respect to a Check, upon written demand accompanied by evidence of such dishonor or reimbursement, Company agrees to promptly reimburse Bank for all resulting loss. Company waives presentment and other notice of dishonor. In addition, Bank has the right to debit or chargeback any account of Company at Bank for any such loss.

6. **Bank's Limitation of Liability and Company's Agreement to Indemnify Bank.** Bank will have no liability including liability for any consequential, special, punitive or indirect loss or damage which Company, a payee, the Drawee, a collecting bank or any other person may incur or suffer in connection with a Check. Company will indemnify, defend, and save harmless Bank, and each of its directors, officers, employees, and agents (collectively in this section, "Indemnified Persons") from and against all liabilities, losses, damages, claims, obligations, demands, charges, costs, or expenses (including reasonable fees and disbursements of legal counsel and accountants) (collectively, "Losses and Liabilities") awarded against or incurred or suffered by Indemnified

Persons arising directly or indirectly from or related to the cashing of any Check by Bank in accordance with this Service Description and/or the breach of any material obligation of Company hereunder.

Survival. Sections 4, 5 and 6 of this Service Description survive termination of the Service.

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Check Collections Service Description

Treasury Management Services

November 8, 2019

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Introduction

The Service Documentation contains the terms and conditions governing each service ("Service") that Wells Fargo Bank, N.A. ("Bank") provides to Company under this Service Description. "Company" is the Bank customer identified on the Acceptance of Services that is signed when you enroll in Services ("Acceptance").

The Service Documentation includes:

a. The Service Description (which contains terms and conditions applicable to the specific Service),
b. The Acceptance (which indicates Company's acceptance of the Service Documentation),
c. The Master Agreement for Treasury Management Services ("Master Agreement") (which contains terms and conditions applicable to all Services),
d. The account agreement governing the account(s) (each, an "Account") Company uses in connection with the Service,
e. The Product Enrollment Form (which contains set-up information for each Service in which Company is enrolling), and
   User Guides (which include Terms of Use, software, software licenses, price schedules, specifications, instructions, and notices).

This Service Description and the Master Agreement are posted at Bank's *Commercial Electronic Office® (CEO®)* portal. If there is a conflict among the documents comprising the Service Documentation, they will govern in the order listed above. Company's use of the Service confirms Company's receipt of an agreement to be bound by the applicable Service Documentation. If an enhancement to the Service or other change requires a change to this Service Description, Bank will post an updated Service Description on the *CEO®* portal. When required by applicable law, Bank will notify Company of the update. If Company continues to use the Service after the update takes effect, Company will be deemed to have agreed to the update.

Services

Returned Item

1. **Description of Bank's Returned Items Services.** A "Returned Item" is an Item that is returned to Bank unpaid after Company deposits it to an account at Bank (or another financial institution) that Company has enrolled in one or more of Bank's Returned Item Services (each, "Account"). Bank's Returned Item Services include:
   a. Special Instructions regarding the handling of Company's Returned Items (section 3);
   b. Returned Item Decisioning through Bank's *CEO®* portal (section 4);
   c. Electronic Returns through which Bank submits Company's Returned Items as RCK entries in accordance with the National Automated Clearing House Association ("NACHA") Operating Rules and Guidelines as supplemented by any applicable operating rules of any automated clearing house of which Bank is a member, each as may be amended from time to time (together, "NACHA Rules") (sections 5-10);
   d. Centralized Return Processing through which Bank processes Company's Returned Items as Company's centralized return processor (sections 11-14);
   e. Returned Item Forwarding through which Bank forwards Returned Items Bank receives on Company's Accounts at Bank to Company's centralized returns processor (section 16); and
   f. Returned Item Service Fee Recovery through which Bank issues MICR drafts to recover service fees Company assesses on its customers in connection with Returned Items (section 17).

2. **Rules applicable to Bank"s Returned Item Services.** Bank will provide the Services to Company in accordance with:
   a. The Service Documentation including without limitation the User Guide that Bank makes available to Company at www.wellsfargo.com; and
   b. State and federal laws and regulations and clearinghouse rules applicable to a Returned Item which may include Federal Reserve Board Regulation CC Subpart C relating to the collection of checks ("Reg CC"), Federal Reserve Board Regulation E ("Reg E") and, in the case of Bank's Electronic Returns Service, when Bank originates an RCK entry on Company's behalf, the NACHA Rules.

3. **Special Instructions Service.** When Company enrolls in Bank's Special Instructions Service, Bank will process Company's Returned Items in accordance with the Special Instructions Company communicates to Bank from time to time.

4. **Returned Item Decisioning Service.** When Company enrolls in Bank's Returned Item Decisioning Service, Bank will use the *CEO®* portal to notify Company of Returned Items Bank receives prior to the cut off time Bank separately discloses to Company each Business Day. Each Returned Item will be listed by the default disposition (redeposit or chargeback) Company separately selects. Prior to the daily deadline Bank separately discloses, Company will review the Returned Items and accept or change the disposition of each Returned Item Bank identifies as eligible for decisioning through the *CEO®* portal. Bank will process each Returned Item not accepted or changed by this deadline according to Company's default disposition on file with Bank.

5. **Electronic Returns Service.** When Company enrolls in Bank's Electronic Returns Service, Bank submits RCK entries for Company's Returned Items that Bank, using a data-based decisioning method, has determined qualify as RCK entries under the NACHA Rules. The financial institution on which a Returned Item was drawn may reject any RCK entry without liability to Bank. The NACHA Rules require the originator of an RCK entry to make certain representations and warranties with respect to the original item for which the RCK entry is initiated. If Bank incurs any liability for breaching any of these warranties, Bank will look to Company to reimburse Bank.
6.

7. **Authorization.** Company represents and warrants to Bank that the issuer of any Returned Item has authorized Company to represent the Returned Item electronically and that such authorization is in all respects legally sufficient under applicable law.
8. **Rejected entries.** In the event any RCK entry submitted on behalf of Company is rejected by the ACH for any reason and sufficient data is available to Bank to permit it to repair the RCK entry, Bank will make the repair. Company will provide to Bank on request all information necessary to repair any RCK entry or file of RCK entries.

9. **Representment/returned check fees.** Company acknowledges that the NACHA Rules do not allow collection of fees associated with a represented item by means of a single RCK entry in the amount of both the represented item and associated fees. Company represents and warrants that each item it deposits to its Account at Bank or another financial institution will only be for the amount of the item, and will not include any amount for a representment/returned item fee or similar fee.
10. **Provisional credit.** Any credit to Company's Account in connection with an RCK entry is provisional until such time as settlement for the RCK entry becomes final. In the event any RCK entry is returned or an adjustment memorandum is received with respect to the RCK entry, Company will immediately deposit with Bank sufficient good and collected funds to cover the returned RCK entry or adjustment memorandum. Company authorizes Bank to debit any of Company's account(s) for the amount of any such returned RCK entry or adjustment memorandum.

11. **Reimbursement.** Unless it results solely from Bank's negligence or intentional misconduct, Company will indemnify and reimburse Bank from and against any and all Losses and Liabilities that Bank incurs either directly or indirectly, in connection with (a) the breach of any warranty Bank makes under the NACHA Rules or Company makes in the Service Description, or (bl any action Company asks Bank to take in connection with Bank's Electronic Returns Service.
12. **Centralized Check Return Service.** When Company enrolls in Bank's Centralized Check Return Service, Bank processes Returned Items from Company's Account(s) at Bank and financial institution(s) other than Bank with which Company arranges for Bank to provide the Service. Company will place a special endorsement on the back of each check or other item it intends to deposit with a financial institution other than Bank that, upon dishonor, it wishes to have returned to Company's Centralized Return Account at Bank. This endorsement is the "centralized returns endorsement". It will include all of the information required by 12 CFR §229.35 (as amended from time to time) to be included in an endorsement made by a bank of first deposit and, to the extent possible, conform to the form of such an endorsement. The centralized returns endorsement will be designed to be more prominent than the endorsement of the actual depositary bank and thereby increase the likelihood that the paying bank or other payor and any subsequent returning bank will identify Bank as Bank of first deposit. Bank, upon request, will supply Company with endorsement stamps or examples of endorsement stamps that satisfy the requirements of this section.

13. **Relation of multiple endorsements.** Company understands (a) the centralized returns endorsement is in addition to, and not in place of, the endorsement placed on an Item by the depositary bank; (bl the centralized returns endorsement may or may not obscure, in whole or in part, the endorsement placed on the Item by the depositary bank; and (c) the endorsement placed on each Deposited Item by the depositary bank may or may not obscure, in whole or in part, the centralized returns endorsement.
14. **Delayed returns; lost instruments; liability; indemnification.** With respect to where to return checks, 12 CFR §§229.30(9) and 229.31(9), respectively, provide that paying and returning banks may rely on any routing number that appears on a returned check as that of the bank of first deposit. This means a Returned Item may be returned to either Bank or to the actual depositary bank. It also means there may be a significant delay in Bank's receipt of a Returned Item. Company, not Bank, is solely responsible for any and all claims, damages, losses, and expenses of any kind including without limitation attorney's fees and costs (collectively, "Losses and Liabilities") that may arise, either directly or indirectly, in connection with any delay in the return of any Returned Item. Company agrees to indemnify and hold Bank, its directors, officers, employees and agents (collectively, "Indemnified Persons") harmless from all Losses and Liabilities arising out of or in any way connected with acts or omissions by Bank or any such indemnified party in connection with the delay in the return of any Item deposited to Company's account at another financial institution .
15. **Bank's right to chargeback Returned Items.** Bank may chargeback a Returned Item to any account Company owns in whole or in part at Bank or any affiliate of Bank without regard to whether the Returned Item was initially deposited to Company's Account at Bank or at another financial institution.
16. **Returned Item Forwarding.** When Company enrolls in Bank's Returned Item Forwarding Service, Company will place its centralized returns endorsement identifying Company's centralized return processor on the back of each check or other item it deposits to its Account(s) at Bank that, upon dishonor and subsequent receipt by Bank, it wishes Bank to forward to Company's Centralized Return processor. Bank will forward Company's Returned Items that Bank receives to Company's centralized return processor. Company acknowledges the possibility of a delay in its centralized return processor's receipt of a Returned Item that is first received by Bank and agrees Section 13 of this Service Description including Company's agreement to indemnify Indemnified Parties applies to Losses and Liabilities of any Indemnified Party in connection with Bank's Returned Item Forwarding Service. ited to Company's Account at Bank or at another financial institution.
17. **Returned Item Service Fee Recovery.** When Company enrolls in Bank's Returned Item Service Fee Recovery Service, Bank issues a MICR draft on the account of the issuer of a Returned Item in the amount to which Company and Bank separately agree will be Company's Returned Item service fee. Company represents and warrants to Bank that Company has properly disclosed to all its customers that it assesses a service fee for checks returned unpaid for any reason.

18. **Company"s agreement to indemnify Bank.** Company will indemnify, defend, and save harmless the Indemnified Persons from and against all Losses and Liabilities awarded against or incurred or suffered by Indemnified Persons arising directly or indirectly from or related to:
    a. Any material breach in a representation, warranty, covenant, or obligation of Company contained in the Service Documentation;
    b. The violation of any applicable law, statute, or regulation or of the Rules Applicable to Bank's Returned Items Services including without limitation Reg CC, Reg E and the NACHA Rules in the performance of Company's obligations under the Service Documentation;
    c. A breach of any warranty Bank makes under the NACHA Rules in connection with Bank's Electronic Returns Service under this Service Description; and
    d. Any negligent or intentional act or omission by Company in the performance of its obligations under the Service Documentation.
19. **Suivival.** Sections 5, 6, 8, 13, 15 and 17 of this Service Description will survive termination of the Service.

Wells Fargo Remote Deposit Capture and Image Delivery

1. **Description of service.** The Service enables Company to create or process Electronic Checks from eligible paper checks and transmit the Electronic Checks in an electronic file ("Electronic File") to Bank for review and processing for credit to Company's deposit account at Bank ("Account") in accordance with this Service Documentation. An "Electronic Check" means an electronic image of, and electronic information derived from, an eligible U.S. Dollar paper item or check that conforms to ANSI X9.100-187. Bank's Reference Guide for the Service lists eligible U.S. Dollar checks (and ineligible checks). For each Electronic Check Bank determines is eligible for processing, Bank will:
    a. Create a substitute check conforming to ANSI X9.100-140 that Bank will present directly or indirectly to the bank (a) on which the original paper check to which the Electronic Check relates is drawn, or (bl at or through which the original paper check is payable (each, the "Paying Bank");
    b. Include the Electronic Check in an electronic file for presentment directly or indirectly to the Paying Bank; or
    c. Post or present any Electronic Check for which Bank is the Paying Bank.
2. **Creating or processing Electronic Checks and transmitting Company's Electronic File to Bank.** To create or process Electronic Checks and transmit Company's Electronic File to Bank, Company will use either (a) Bank provided software and Bank provided, certified or approved hardware, or (bl Company's software and hardware or third-party provided software and hardware, provided each generates Electronic Checks and Electronic Files that meet Bank's then current standards and specifications. Any third-party processor Company uses to prepare and/or transmit Company's Electronic File is Company's agent, and Company will be responsible for ensuring its agent complies with Company's responsibilities under this Service Description. In particular, each Electronic File Company's agent transmits to Bank will include only Electronic Checks payable or endorsed to Company, unless Bank expressly agrees to permit Company's agent to include Electronic Checks payable to customers of Company or Bank.
3. **Processing Company's Electronic File.** Bank will review each Electronic Check and process the Electronic Checks Bank determines are eligible for processing on the Business Day Company transmits Company's Electronic File to Bank, if Bank receives Company's Electronic File before the processing deadline Bank separately discloses to Company ("Cut-Off Time") on that Business Day and on the next Business Day if Company transmits Company's Electronic File to Bank after Bank's Cut-Off Time. "Business Day" is every day except Saturday, Sunday and any federal holiday.

4. **Exception Checks.** Each Business Day on which Bank processes Company's Electronic File, Bank may, without liability to Company, reject Electronic Checks Bank determines are ineligible for the Service (each, an "Exception Check"). "Exception Check" includes without limitation an Electronic Check that (a) is illegible or contains MICR data that is not machine-readable, (b) was previously processed as an Electronic Check, (c) is drawn on a bank located outside the United States and is not payable at or through a bank located within the United States, (d) fails to conform to ANSI X9.100-187, or (e) any Electronic Check other than one described in (a), (b), (c), or (d) of this section 4 that applicable law prohibits Bank from accepting through a remote deposit capture platform. Bank will notify Company of each Exception Check through Bank's Commercial Electronic Office® service or other communication channel at Bank's discretion. Company will deposit an Exception Check to Company's Account only by depositing the original Paper Check to which the Exception Check relates or as otherwise agreed by Bank and Company. Even if Bank does not identify an Exception Check when Bank processes the Electronic File that includes the Exception Check, the substitute check or purported substitute check Bank creates from the Electronic Check may be returned to Bank because, among other reasons, the Paying Bank determines it is illegible or missing an image. Bank's failure to identify an Exception Check will not limit Company's obligations to Bank under section 8.
5. **Deposits to Company's Account.** Bank will be deemed to have accepted each Electronic Check for deposit to Company's Account (other than any Exception Check) (a) on the Business Day Bank processes the Electronic Check (b) at the Bank office where Company's Account is maintained. Funds from these Electronic Checks will be made available in accordance with Bank's Funds Availability Policy applicable to Company's Account and will be deemed to be collected in accordance with Bank's Electronic Deposit Collected Funds Schedule which Bank will provide to Company upon request and may amend from time to time. If an Electronic Check or substitute check is dishonored by a Paying Bank, Company acknowledges and agrees that Paying Bank may create and return to Company or its customers a return substitute check conforming to ANSI X9.100-140 in lieu of the originally presented Electronic Check or substitute check. Company acknowledges and agrees that if Bank receives a notice of nonpayment from Paying Bank with respect to an Electronic Check or substitute check presented for payment, Bank has no obligation to provide this notice to Company or its customers.
6. **Third-party processors.**
   a. **General.** This section contains additional terms applicable when Company is a third-party processor. Company is a "third-party processor" when it uses the Service either to (a) create and process an Electronic Check on behalf of a customer or (bl process an Electronic Check one of its customers has created and transmitted to Company.
   b. **Prerequisites for acting as a third-party processor.** Prior to acting as a third-party processor with respect to any customer, Company will conduct due diligence appropriate to the type of customer (consumer or business). As part of Company's due diligence, at time a customer initially opens an account with Company, Company will obtain the customer's name, Taxpayer Identification Number, and address. In addition, Company will fulfill obligations under applicable law with respect to (a) establishing and maintaining a Customer Identification Program and an Anti-Money Laundering Program, (bl establishing and maintaining written procedures reasonably designed to identify and verify beneficial owners of legal entity customers and to include such procedures in its Anti-Money Laundering Program and (cl suspicious activity monitoring and reporting. Company will also enter into an agreement with each of its customers which includes (i) provisions paralleling those in this Service Description relating to creating Electronic Checks and maintaining the security of original Paper Checks; (ii) warranties paralleling each of the warranties Company makes to Bank in this Service Description; (iii) an acknowledgement that Bank may at any time refuse to process Electronic Checks for that customer; and (iv) if the customer is a business entity, an obligation that customer, upon request by Company, provide Company the information Company requires to enable Company to understand the nature of the customer's business.

c. **Risk parameters; ongoing monitoring.** For each customer for which Company acts as a third-party processor, Company will, in accordance with reasonable commercial standards, monitor the customer's deposits for suspicious activity including out-of-pattern, duplicate and suspicious Electronic Checks on an ongoing basis and take appropriate actions with respect to the customer's account with Company, up to and including refusing to process Electronic Checks for the customer and/or preventing the customer from transacting on its account(s) with Company. Bank will establish and maintain confidential internal risk parameters for Company's Electronic File but Company is solely responsible for monitoring its customer's Electronic Checks.

7. **Company's representations and warranties.** Company represents and warrants to Bank Company will:
   a. Use the Service only for eligible paper checks payable to or endorsed for deposit by Company or its customers (unless Bank expressly agrees otherwise);
   b. Transmit to Bank only Electronic Checks suitable for processing including without limitation legible Electronic Checks containing machine-readable MICR data;
   c. Not transmit to Bank any Electronic Check that duplicates an Electronic Check previously transmitted to Bank or that did not originate as an eligible paper check;
   d. Maintain control over and sole responsibility for secure retention and destruction of each original eligible paper check for which Company or one of Company's customers has created an Electronic Check (including the security and integrity of nonpublic personal information appearing on the original paper check throughout the transmission flow and while in storage) and properly secure all hardware Company uses in connection with the Service at all times;
   e. Not transmit to Bank, deposit to Company's Account, or otherwise negotiate any original eligible paper check with respect to which Company has transmitted an Electronic Check to Bank, unless Bank has notified Company that the Electronic Check is an Exception Check;
   f. If Company uses an agent to create Electronic Items and/or transmit Company's Electronic File to Bank, Company will ensure its agent includes only Electronic Check payable to Company in an Electronic File, unless Bank expressly agrees to permit the agent to include Electronic Check payable to multiple customers of Bank; an
   g. If Company is a third-party processor as set forth in section 6 of this Service Description, comply with section 6 of this Service Description.

8. **Company"s agreement to indemnify Bank.** Company will indemnify, defend, and save harmless Bank, its parent company, and its affiliates and each of their respective directors, officers, employees, and agents (collectively in this section 8, "Indemnitees") from and against all liabilities, losses, damages, claims, obligations, demands, charges, costs, or expenses (including reasonable fees and disbursements of legal counsel and accountants) awarded against or incurred or suffered (collectively, "Losses and Liabilities") by Indemnitees arising directly or indirectly from or related to:
   a. Any negligent or intentional act or omission by Company in the performance of its obligations under this Service Description including without limitation failing to maintain control over and sole responsibility for secure retention and destruction of each original paper check for which Company has created an Electronic Check (including the security and integrity of nonpublic personal information appearing on the original paper item throughout the transmission flow and while in storage), in which event Losses and Liabilities will include without limitation consequential damages;
   b. Any material breach in a representation, warranty, covenant, or obligation of Company contained in this Service Description;
   c. Bank acting as a "reconverting bank" under the Check Clearing for the 21st Century Act through the creation of "substitute checks" or purported substitute checks using an Electronic Check, an Exception Check or an Electronic File, in which event Losses and Liabilities will include without limitation consequential damages; and
   d. Bank posting or presenting an Electronic Check for which Bank is Paying Bank or presenting an Electronic Check to the Paying Bank for payment.

e. Company will further indemnify, defend, and save harmless Indemnitees from and against all Losses and Liabilities by Indemnitees arising directly or indirectly from or related to Regulation CC (12 CFR Part 229) or Regulation J (12 CFR Part 210) as follows:

i. Bank warrants to a warrantee that (i) the electronic image of a check accurately represents all of information on the front and back of the original check as of the time that the original check was truncated and the electronic information includes an accurate record of all MICR line information required for a substitute check and the amount of the check ("Image Quality Warranty") and (ii) the warrantee will not receive a presentment of or otherwise be charged for an Electronic Check, an Electronic Returned Check, the original check, a substitute check, or a paper or electronic representation of a substitute check, such that the warrantee will be asked to make payment based on a check it has already paid ("No Double Debit Warranty"). In the case of transfers for collection or payment, Bank makes the Image Quality Warranty and the No Double Debit Warranty to the transferee bank, any subsequent collecting bank, the paying bank, and the drawer. In the case of transfers for return, Bank makes the Image Quality Warranty and the No Double Debit Warranty to the transferee returning bank, any subsequent returning bank, the depository bank, and the owner. If any Indemnitee suffers any Losses or Liabilities arising directly or indirectly from or related to a breach of any of these warranties, Company will indemnify the Indemnitee and not hold it responsible or liable.

ii. Through Bank's providing the Service to Company, Bank is required to indemnify a depository bank that accepts the original paper check from which an Electronic Check is created for losses incurred by that depository bank if the loss is due to the check having already been paid. If any Indemnitee suffers any Losses or Liabilities arising directly or indirectly from or related to such depository bank indemnity obligation, Company will indemnify Indemnitee and not hold it responsible or liable.

iii. If Bank transfers or presents an "electronically created item" and receive settlement or other consideration for it, Bank is required to indemnify each transferee bank, any subsequent collecting bank, the paying bank, and any subsequent returning bank against losses that result from the fact that (i) the electronic image or electronic information is not derived from a paper check; (ii) the person on whose account the electronically created item is drawn did not authorize the issuance of the item or to the payee stated on the item; or (iii) a person receives a transfer or presentment, or return of, or otherwise is charged for an electronically created item such that the person is asked to make payment based on an item or check it has paid. If any Indemnitee suffers any Losses or Liabilities arising directly or indirectly from or related to such electronically created item indemnity obligation, Company will indemnify Indemnitee and not hold it responsible or liable.

f. **Termination.** In addition to its rights to discontinue providing Services under the Master Agreement, Bank may discontinue providing the Service to Company immediately upon notice if Bank determines in its sole discretion that Company has breached any of Company's obligations under sections 7 or 8 of this Service Description.

9. **Additional controls on Company.**

a. **General.** In FIL-4-2009, Risk Management of Remote Deposit Capture ("RDC") Guidelines, the FFIEC sets forth guidelines for agreements between a financial institution and its RDC customers. In accordance with these guidelines, Bank has the authority upon reasonable prior notice to Company to (a) mandate specific internal controls at Company's locations, (bl periodically audit or require audits of Company's RDC operations including Company's IT infrastructure at Company's expense, and (c) request additional information about Company.

b. **Company's Internal Controls.** Company will establish internal controls related to Company's RDC operations. Upon reasonable request, Company will provide Bank with information about its internal controls and will work in good faith with Bank to resolve any concerns that Bank identifies with respect

to such internal controls.

c. **Company's Consumer Complaints.** Bank may upon reasonable prior notice to Company request information about:

   i. Company's procedures for handling consumer complaints relating to Company's RDC product ("consumer complaints"),

   ii. The number of consumer complaints Company received in the prior calendar quarter, and

   iii. The then current status of each consumer complaint.

10. **Suivival.** Sections 7 and 8 of this Service Description will survive termination of the Service.

Check Disbursements and Fraud Prevention Services Service Description

Treasury Management Services

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Revised November 6, 2020

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Introduction

The Service Documentation contains the terms and conditions under which Wells Fargo Bank, N.A. ("Bank") provides you the services described below. "You," "your" or "yours" refer to the Bank customer identified on the Acceptance of Services that is signed when you enroll in Services ("Acceptance"). The terms "we," "us," or "our" refer to the Bank. Other capitalized terms used in this Service Description are defined in the Master Agreement or in the Glossary at the back of this Service Description.

The services (each a "Service") covered by this Service Description are:
Fraud Prevention and Related Services

- Positive Pay Service
- Reverse Positive Pay Service
- Payment Authorization Service
- Account Reconciliation Plan Service
- Controlled Disbursement Account Service

Specialized Disbursement Services

- Centralized Disbursements Manager Service
- Payable Through Draft Service
- Third Party Drafts Service

The Service Documentation includes:

a. The Service Description (which contains terms and conditions applicable to the Services),
b. The Acceptance (which indicates your acceptance of the Service Documentation),
c. The Master Agreement (which contains terms and conditions applicable to all services),
d. The Account Agreement governing your account(s) that you use for the Service ("Account"),
e. The Product Enrollment Form ("Set-up Form") (which contains set-up information for the service in which you are enrolling), and
   User Guides (which include Terms of Use, software, software licenses, price schedules, specifications, instructions, and notices).

You agree to the terms and conditions governing the Services in which you have enrolled, as described in this Service Description and in the Service Documentation, which includes details of your enrolled Services. The separate documents comprising of the Service Documentation are intended to be read together as one agreement between you and us. This Service Description and the Master Agreement are posted at our *Commercial Electronic Office® (CEO®)* portal. If there is a conflict among the documents that are part of the Service Documentation, they will govern in the order listed above. Your use of a Service confirms your receipt of, and agreement to be bound by, the applicable terms for the Service in this Service Description and all Service Documentation.

Fraud Prevention and Related Services:

As further described in the Account Agreement, we offer certain Services to help reduce the risk of fraud, including the Services below.

Positive Pay Service

1. **Description of service.** With this Service you can instruct us to pay or return counterfeit Checks, Checks otherwise not validly issued and certain altered Checks presented to us for payment on the Accounts you enroll in this Service. For purposes of this Positive Pay Service Description, "Check" refers to each check presented for payment on your Account, whether it is counterfeit, not validly issued, altered or validly issued by you. Except as otherwise provided in this Service Description, enrollment in our Account Reconciliation Plan Service is required.
   a. **Service summary.** Each Business Day, either before or after posting the Check to your Account, based on the Service option you choose as described in section Ib below:

      i. We electronically compare the serial number and numeric amount of each Check presented to us for payment before our Cutoff Time on the prior Business Day to your Check Issue Data (see section 2),
      ii. We will provide you with a report ("Exception Report") of each Check that does not match your Check Issue Data (an "Exception Check") (see section 4),
      iii. We review each Exception Check, and either correct or reverse and repost each Exception Check with errors that we can correct, depending on the Service option you choose as described in section Ib,
      iv. We will pay or return each Exception Check (see section 5), and
      v. We separately review each "directly-presented Check" (see section 8).

   b. **Service options.** You may enroll an Account in one of two options of the Service:
      i. **Perfect Presentment® Positive Pay.** We electronically compare a Check to your Check Issue Data prior to posting the Check to your Account. Each Check with error(s) that we can correct, such as an encoding error, will be corrected, so that the Exceptions Report includes only unresolved Exception Checks. This option is offered only on an Account enrolled in our Controlled Disbursement Service.
      i. **Positive Pay and Positive Pay Only.** We electronically compare a Check to your Check Issue Data after posting the Check to your Account. We then review each Exception Check, and reverse and repost each Exception Check with error(s) that we can correct, such as encoding errors, so that the Exception Report includes only unresolved Exception Checks. Enrollment in our ARP Service is not required for Positive Pay Only.

2. **Check Issue Data.** You will provide us with the Check Issue Data for all issued Checks, in the format, through the communications channel, and at the place we specify no later than our Cutoff Time. You will not distribute any Check before you have included the Check in the Check Issue Data you have provided to us. In performing this Service:
   a. We will use only the Check Issue Data you provide to us,
   b. If the Check Issue Data includes a post-dated Check (a check you issue with a date in the future), we will not compare that Check against the Checks presented for payment on the Account until that date, and
   c. We will not accept Check Issue Data for Checks with an issue date more than forty-five (45) calendar days in the future.

3. **Payment of Matching Checks.** For each Matching Check, we will make final payment on the Check and charge the Check to your Account (subject to section 11).

4. **Notifying you of Exception Items; providing images.** When we identify an Exception Check through our electronic comparison, we notify you through the Exceptions Report. This report is available on our *CEO* portal. We will use reasonable efforts to provide an image of any Exception Check (including a Holdover Exception Check) to you, but we will have no liability if we are unable to do so before the Decision Deadline.
   a. **Holdover Exception Checks.** This subsection applies when you have enrolled your Controlled Disbursement Account in our Perfect Presentment Positive Pay Service. A "Holdover Exception Check" is an Exception Check we identify after we prepare and transmit the Exceptions Report to you. We will use our best efforts to notify you by calling you at the number we have on file for you.

5. **Decision Deadline.** You will make your pay or return decision based on the information about the serial number and amount of the Exception Check in the Exceptions Report, and if you use our Payee Validation Service (see section 7), on any payee information we provide to you.
   a. **Instructions before the Decision Deadline.** If, before the Decision Deadline, you instruct us to pay or return an Exception Check, we will follow your instructions (subject to section 11). You will use the same communications channel to instruct us that we used to notify you of the Exception Check, except that if we included the Exception Check on the Exception Report we post on the *CEO* portal, you will use the *CEO* portal to communicate your instruction regarding the Exception Check to us.
   b. **No instructions before the Decision Deadline.** If you do not instruct us before the Decision Deadline regarding an Exception Check, we will process the Check in accordance with your Default Option. If we are unable to obtain your instructions prior to the Decision Deadline regarding a Holdover Exception Check described in subsection 4(a) we will process the Holdover Exception Check in accordance with your Default Option.

6. **Default Options.** We return the Exception Check to the bank of first deposit marked "refer to maker" even if you validly issued the Exception Check (and do not charge it to your Account). We recommend the "return all" Default Option because it reduces the risk of unauthorized Checks being paid on your Account (even though it may result in valid Checks being returned unpaid).
   a. **"Return all."** We return the Exception Check to the bank of first deposit marked "refer to maker" even if you validly issued the Exception Check (and do not charge it to your Account). We recommend the "return all" Default Option because it reduces the risk of unauthorized Checks being paid on your Account (even though it may result in valid Checks being returned unpaid).
   b. **"Pay all."** We charge the Exception Check to your Account. This Default Option presents a higher risk of unauthorized checks being paid on your Account. If you elect this Default Option, you assume full liability for any losses resulting from counterfeit, altered or Checks otherwise not validly issued as described in section 9 below.

7. **Payee Validation Service.**
   a. **Description of Payee Validation Service.** When you enroll in our optional Payee Validation Service, we will do the following:
      i. On each Check that is greater than the Payee Validation Threshold, we electronically compare the payee's name on your check to your Check Issue Data. The "Payee Validation Threshold" is the dollar amount we choose above which we will perform the payee validation service.
      ii. If (1) there is a difference between the two names that is not within guidelines we establish, or (2) a notation or legend on the Check prevents the electronic comparison of the payee's name, we will include the Check as an Exception Check in your Exceptions Report.
      iii. If you notify us you have incurred a loss as a result of an unauthorized alteration of the payee's name, we will reimburse you for the face amount of any Check we pay under the Payee Validation Threshold except as provided below, provided that you notify us of your loss in writing within 3 years after the statement or Check is made available to you.

NOTE: When you enroll in our optional Payee Validation Service, you are charged a per-Check fee for each Check presented on your Account during a monthly billing cycle. This fee is separately disclosed to you. The per-Check fee is assessed on each Check presented including without limitation Checks not exceeding the Payee Validation Threshold.

b. **When we do not perform payee validation.** We will not perform any payee validation review with respect to a Check if:
   i. The Check is less than the Payee Validation Threshold,
   ii. The payee's name on the Check is handwritten instead of machine-printed,
   iii. You fail to include the payee's name on the Check in your Check Issue Data,
   iv. We do not receive your Check Issue Data for the Check before our Cutoff Time, or
   v. You request we add the payee's name manually to Check Issue Data you have previously provided to us.

c. **Exceptions to reimbursement.** We will not reimburse you for losses resulting from an unauthorized alteration in the payee's name if:
   i. The Check with the unauthorized alteration is hand-written, or
   ii. We fail to identify an alteration or other discrepancy in the payee's name because:
      1. The payee name in your Check Issue Data did not exactly match the payee name on the Check, or
      2. You used customized zone formatting.

8. **Directly-presented checks.** A "directly-presented Check" is a Check we receive for deposit or cashing at our branch or through another depository channel that may present higher risk. The risk is we may be required to make proceeds from a directly-presented Check available before you can review and make a timely decision on the directly-presented Check identified as an Exception Check in our Exceptions Report. When your Check Issue Data on file with us does not include or match a directly-presented Check:

   a. if we receive the Check for deposit, we will take those steps as we, in our sole discretion, determine are commercially reasonable for the depository channel used, to review and accept the Check or refuse to accept the check, and
   b. if we receive the Check for cashing, we reserve the right to refuse to accept the Check.

   You may instruct us to exclude all directly-presented Checks from this process. In that case, each directly-presented Check will be considered a Matching Check, even if it is not included in your Check Issue Data on file with us at the time we receive it, and we will pay it without further inquiry.

9. **Limitation of liability and indemnification.**
   a. **Liability limit.** We will pay each Check you have authorized us to pay as described in this Service Description (including each Matching Check) and each Check you are considered to have authorized us to pay (including each Check we pay according to your Default Option) without performing any Check verification procedure other than those procedures described with this Service Description. We will have no liability for paying a Matching Check or an Exception Check you are considered to have approved if:
      i. There is an alteration in its serial number or amount,
      ii. It is counterfeit, bears a forged or unauthorized signature, or
      111. It was otherwise not validly issued.
   b. **Indemnification.** Each Check that we pay according to this Service Description will be considered properly payable, and each Check that we return as provided in this Service Description will be considered not properly payable. Without limiting the indemnification provisions contained in the other Service Documentation, you:
      i. Indemnify and hold us harmless from any and all Losses that we may suffer or incur as a result of our payment or return of a Check at your instruction or otherwise according to sections 5 or 8 of this Service Description, including a Check you issue before including it in your Check Issue Data, and

ii. Release and forever discharge us from all claims and damages, whether known or unknown, liquidated or unliquidated, contingent, direct or indirect, which you have, or claim to have against us relating to the payment or return of any Check as provided in this Service Description.

10. **Stop payment; cancel and void instructions; stale-dated Checks.**
    a. You will not use this Service as a substitute for our stop payment service. You will follow our standard stop payment procedures described in the applicable Account Agreement if you wish to stop payment on a Check that was validly issued. You will use:
        i. A cancel instruction only to delete an outstanding Check included in your Check Issue Data, and
        ii. A void instruction only to notify us that a Check included in your Check Issue Data has been destroyed and will not be re-issued.
    b. Using notations or legends on a Check is not an effective stop payment order or void instruction. We will not be liable for failing to follow your cancel or void instruction for any Check on which we have made final settlement.
    c. If you choose to use our "stale-dated" feature, we will return each Matching Check (other than a directly presented Check) that is dated past your specified stale-date, unless you instruct us to pay the Check.

11. **Our right to return checks.** Nothing in this Service description will limit our right to return any Check you have authorized us to pay as part of this Service if we determine that:
    a. The Check is not properly payable for any reason (without us agreeing to, or being required to, make such determination in any circumstance), or
    b. There are insufficient collected and available funds in your Account to pay the Check.

    You agree that our determination not to pay a Check will not constitute wrongful dishonor of that Check.

12. **Survival.** Sections 4, 7, 9, 10 and 11 will survive termination of Services.

Reverse Positive Pay Service

1. **Description of Service.** Our Reverse Positive Pay Service is an alternative to our Positive Pay Service that we provide to select customers, including customers that issue Drafts. The Reverse Positive Pay Service is required when you enroll in the Third Party Drafts or Payable Through Drafts Services. With this Service:
    a. You can detect fraudulent Checks by reviewing information we provide to you each Business Day about Checks that have posted to your Account from the prior Business Day ("Paid Items Report") (see section 2),
    b. You can request we edit Checks that have posted incorrectly to your Account,
    c. If you have elected our Teller Match Service, we may perform a positive pay verification of certain directly-presented Checks (see section 3) as we determine in our sole discretion from time to time, and
    d. You can instruct us to return unauthorized Checks.

    For purposes of this Reverse Positive Pay Service Description, a "Check" is a check, Draft or other paper instrument purportedly issued on your Account, whether it is counterfeit, not validly issued, altered or validly issued by you.

2. **Paid Items Report.** Each Business Day, we will provide you with the Paid Items Report through our *CEO* portal or by other methods you may elect. Each Business Day, you will compare the Paid Item Report to your Check Issue Data and before the Decision Deadline, notify us through the *CEO* portal of any edit requests or return instructions for those Checks described on the Paid Items Report for that Business Day. You will include in your notification the serial number and amount of each Check you wish to edit and the reason for returning each Check you wish to return.

3. **Teller match service.**
   a. You may separately elect to have us perform a positive pay verification on certain directly-presented Checks, in which case the provisions in section 8 (Directly-presented Checks) of the Positive Pay Service Description are incorporated here by reference and shall apply and govern. If you enroll in this Service option, you will provide the Check Issue Data for each Check to us before you issue the Check.
   b. With respect to a directly-presented Check, we will have no liability to you for not performing:
      i. Any positive pay verification, if we do not receive and have a reasonable amount of time to act on your Check Issue Data for the Check before we receive the directly-presented Check, or
      ii. Payee validation, if you fail to include the payee's name in your Check Issue Data for the directly-presented Check.

4. **Your failure to give us timely instructions.** If we do not receive your edit requests and/or return instructions by the Decision Deadline on any Business Day, we will pay each Check described in the Paid Items Report for that Business Day, unless you have already instructed us by effective stop payment order to return that Check unpaid.

5. **Checks to be paid; liability limit and indemnification.**
   a. We will pay each Check you are deemed to have authorized us to pay in accordance with this Service Description without performing any further review of such Check. We will have no responsibility whatsoever for paying such a Check even if its serial number or amount is altered, it is counterfeit, bears forged or unauthorized signature, or is not validly issued. You waive and release us from and agree to protect us against any Losses resulting from a claim that such a Check was not properly payable.
   b. We will have no liability if you instruct us to return a Check (including without limitation a Check that is counterfeit, not validly issued or altered) but your instruction does not reach us in a time and manner affording us a reasonable opportunity to return the Check before we pay, accept, certify, cash or otherwise become obligated to pay the Check as provided in the Uniform Commercial Code.
   c. You will promptly reimburse us for any loss we incur when we make the proceeds from a Check available in accordance with Reg CC prior to our receipt of your instructions regarding the Check.

6. **Edit requests and return instructions.**
   a. **Edit requests.** We reserve the right to deny any of your edit requests based on our evaluation of the edit request. We will not accept edit requests with respect to any Checks that you attempt to communicate to us by any means other than the *CEO* portal.
   b. **Return instructions.** We reserve the right to decline your return instruction based on our evaluation of the return instruction. If your reason for returning a Check is fraud, your return instruction alone will not constitute a claim for a fraudulent transaction. You must file a separate claim with us relating to the fraudulent transaction.

7. **Stop payment and our right to return Checks.** Sections 10a and b (Stop payment and void instructions) and 11 (Our right to return Checks) of the Positive Pay Service Description are incorporated here by reference and shall apply and govern.

8. **Survival.** Sections 3, 5, 6 and 7 will survive termination of Services.

Payment Authorization Service

NOTE: If you have the ability to write checks on your Account, we recommend that you use the Positive Pay Services to prevent check fraud. You understand that the Payment Authorization Service does not provide the same level of protection as the Positive Pay Services. If you decide not to implement the Positive Pay Services, or you do not properly use it, you assume the risk of loss for unauthorized checks.

1. **Description of service.** With this Service you can set limits on paper Items that may be drawn on your Accounts based on the options you choose. You may also prevent any paper checks being paid on your Accounts by choosing to set the applicable limit to zero.

2. **Available options.**

Option (on Product Enrollment Form)	Action we will take
Maximum Check Amount Authorized	We will automatically return unpaid Items drawn against the Account which are presented to us but exceed the "Maximum Check Amount Authorized" you provide us with. These Items are marked "Refer to Maker."
Maximum Check Cashing Amount	We will refuse to cash checks drawn against the Account and presented to us through our branch network, if they exceed the "Maximum Check Cashing Amount" you specify.
Maximum over the Counter Withdrawal Amount	We will refuse withdrawal requests against the Account which are presented to us through our branch network, if they exceed the "Maximum over the Counter Withdrawal Amount" you specify.
Checks to Individuals	We will refuse to cash checks drawn against the Account which are presented to us through our branch network, and which are made payable to an individual.

Account Reconciliation Plan (ARP} Service

1. **Description of Service.** With our ARP Service, you can receive automated reporting to help you reconcile your Accounts. With this Service you can:
   a. Receive Account information reporting, based on the Service options you select,
   b. Store information about Items you issue on your Accounts, and
   c. Process the information in accordance with the Service options that you elect in the Set-up Form. Our User Guide for the Service details the Service options.

2. **Issued check information.** If you elect our full ARP Service, each Business Day prior to the Cutoff Time, you will provide us with the Issued Check Information using the communication channel(s) you elect. For purposes of this Service Description, "Issued Check Information" is the issue date, serial number and dollar amount of each Item (as defined in the applicable Account Agreement) that you issue on your Account. If you elect our Deposit Location Reporting Service, you will provide us with a list of your location numbers and names and may amend the list from time to time by notifying us in writing.

3. **Stop payment orders.** If you use the ARP Service to place a stop payment order on any Item, you understand that:
   a. The Account Agreement governs the stop payment order,
   b. Each stop payment order is subject to our verification that the Item described in the stop payment order has not been paid, and
   c. This verification may occur a minimum of ninety (90) minutes after the time you transmit the stop payment order to us.

Controlled Disbursement Account Service

1. **Description of Service; required Accounts.** The Controlled Disbursement Account ("CDA") Service is available to select customers that qualify based on their credit and other considerations. With the CDA Service, you will establish and maintain:
   a. One or more demand deposit accounts with us (each, a "Funding Account"),
   b. One or more checking accounts with us linked to a Funding Account (each, a "Disbursement Account"), and
   c. The information reporting service specified by us ("Information Reporting Service").

   Each Funding Account and Disbursement Account and the Information Reporting Service will be identified in the Set-up Form for this Service. You will enroll each Disbursement Account in our Positive Pay Service. You will use each Disbursement Account solely to issue Checks, Drafts and electronic debits (each, a "Debit") in accordance with this Service Description. You will not issue any Debits on any Disbursement Account until we notify you that such Disbursement Account is operational.

2. **Determination of Total Net Presentment.** Each Business Day by the Cutoff Time, we will make the Total Net Presentment for each Disbursement Account available to you through the Information Reporting Service. The "Total Net Presentment" consists of the total dollar amount of:
   a. Debits that have posted in the first and, if applicable, second presentment on that Business Day, and
   b. Adjustments to the Disbursement Account reported on our CD Summary report, including without limitation Debits posted after the last presentment on the prior Business Day (these Debits are referred to collectively as the "Prior Day Funding Adjustments").

   If the Total Net Presentment is not available to you through the Information Reporting Service by the Cutoff Time, we will have no liability, and you will estimate the Total Net Presentment.

3. **Your obligation to deposit funds in Funding Account.**
   a. Each Business Day before the Cutoff Time, you will deposit good and collected funds in your Funding Account so that the balance in the Funding Account, as determined in accordance with the Account Agreement, is sufficient to cover either:
      i. The Total Net Presentment or your estimate of the Total Net Presentment, and
      ii. The total of any Debits that have been memo posted to your Disbursement Account before the Cutoff Time on the current Business Day as set forth in the intra-day composite report we make available to you.

   b. If you fail to transfer funds as required in subsection 3(a) above or if such transfer was based on your estimate of the Total Net Presentment and such estimated amount was less than the actual Total Net Presentment, we may, at our sole option:
      i. Advance to the Funding Account(s) sufficient funds to pay the Debits presented for payment on the Disbursement Account and transfer such funds to the Disbursement Account, or
      ii. Return Debits, in any order, unpaid (even though we may have previously established a pattern of paying such Debits).

4. **Transfer of funds to Disbursement Account.** Each Business Day, we will:
   a. Transfer from the Funding Account to the Disbursement Account the amount necessary to cover the Total Net Presentment as shown on the CD Summary Report for that Business Day, and
   b. Advance funds to the Disbursement Account in the amount sufficient to cover Debits that posted to Disbursement Account after the last presentment on that Business Day (and the amount advanced by us will be reported on the CD Summary Report for the next Business Day as the Prior Day Funding Adjustments).

5. **Our obligation to pay debits.** We will have no obligation to pay any Debit if the balance of good and collected funds in the Disbursement Account on which the Debit is drawn is not sufficient to cover the Debit at the time we make our payment decision.

6. **Your agreement to repay our advances to Disbursement Account.** You will unconditionally pay us on demand without setoff or counterclaim in good and collected funds the full amount of any advance we make pursuant to sections 3 and 4 plus our fees and costs incurred in connection with such advance.

7. **Security interest.** As security for the Obligations, you pledge to us, and grant us a lien on and a security interest in, the following property and all proceeds thereof (collectively, the "Collateral") as security for the prompt satisfaction of the Obligations:
   a. Each Funding Account, each Disbursement Account, and all of your other accounts with us and our affiliates, and
   b. Any of your property now or at any time delivered, conveyed, transferred, assigned, pledged or paid to us in any manner whatsoever.

   Our receipt at any time of any kind of security, including cash, will not be a waiver of any of our rights or powers under any agreement between us. Upon our request, you will sign and deliver to us, any security, control or other agreements and documents as we determine are necessary or desirable (in our sole opinion) to grant us or perfect our security interest in the Collateral. At the time any Obligation becomes due and payable, we may apply or dispose of any and all Collateral, received or to be received, at any time or place, for any price and upon terms and conditions as we determine. We may apply the amounts on deposit or net proceeds of the sale or other disposition (together with any sums credited by or due from us to you), to the payment of the Obligations, all without prejudice to our rights with respect to any portion of the Obligations which remain unpaid. You expressly waive any right to require us to make any presentment or demand, or give any notices of any kind, including, but not limited to, any notice of nonpayment or nonperformance, protest, notice of protest, notice of dishonor, notice of intent to accelerate or notice of acceleration. If we are required by Applicable Law to give you reasonable notice before the sale or other disposition of Collateral, that requirement is met if notice is given at least 5 calendar days before the date any sale, application or other disposition will be made. Our rights and remedies under any agreements between us or instruments signed by you in our favor are in addition to, and not exclusive of, any other rights or remedies we have under Applicable Law.

8. **Fraud prevention.** Enrollment in one of our Positive Pay Services is required for enrollment in this Service. You acknowledge there is a growing risk of losses resulting from unauthorized Items. You recognize that Controlled Disbursement Service customers are especially susceptible to losses from unauthorized checks. You are aware that we offer an additional service known as "Payee Validation," which is an effective means of controlling risk from counterfeit checks, altered checks and certain other types of fraudulent checks. We have advised you that if you do not enroll in and properly use our Payee Validation Service, we will be unable to prevent losses from counterfeit, altered and certain other types of fraudulent checks and you will be treated as having assumed the risk of these losses.

9. **Liability and indemnification.** In addition to the liability and indemnification provisions in the Master Agreement, we will not be liable for any Losses paid, suffered or incurred by you, and you will indemnify us from and hold us harmless against any Losses that we suffer or incur, arising directly or indirectly and relating to:
   a. Your performance or failure to perform your obligations in accordance with this Service Description,
   b. Us acting on any information you provide us in any Service Documentation or otherwise,
   c. If we return any Check unpaid because you have not deposited good and collected funds in the Funding Account related to the Disbursement Account on which a Debit is drawn sufficient to cover the Total Net Presentment,
   d. Our dishonor and return of any Debit unpaid if you issue the Debit before we notify you the Disbursement Account on which it was drawn is operational,
   e. Our nonpayment of a Debit, unless the nonpayment results directly and proximately from our gross negligence or willful misconduct,
   f. If any Debit fails which has not been tested and approved by us to satisfy our check specifications, our late return of that Debit and any presentment-related problem resulting from the failure of that Debit,
   g. Except as otherwise provided in the Positive Pay, Reverse Positive Pay, ARP, Payable-Through Draft or Third-Party Draft Service Descriptions, if we provide you with one or more of these Services, our payment of any Check or Draft for which there is an alteration in serial number or amount, is counterfeit, bears a forged or unauthorized signature, or is otherwise not validly issued, or
   h. The exercise of our rights or the performance of our obligations in accordance with this Service Description or the Positive Pay, Reverse Positive Pay, ARP, Payable-Through Draft or Third-Party Draft Service Descriptions, if we provide you with one or more of these Services.

10. **Termination.** In addition to our right to terminate this Service under the Master Agreement, we may terminate this Service and close the Funding Account and Disbursement Account immediately upon sending you written or oral notice (confirmed in writing) of such action if:
   a. You fail at any time to fund the Funding Account as required in this Service Description,
   b. A lawsuit or other proceeding is commenced by any federal or state agency alleging, or we receive an opinion of counsel, that this Service or any material term or condition of this Service Description violates any law or regulation, or
   c. You default in your obligations under the other Service Documentation or under any other agreement or instrument signed by you in our favor including without limitation any loan agreement or promissory note.
   d. Upon termination of this Service, you will, in accordance with our instructions, stop issuing Debits on the Disbursement Accounts, and we will close the Disbursement Accounts and stop processing Debits. You will continue to be liable for all Debits issued on the Disbursement Accounts prior to termination and for all Debits we are obligated to pay.

11. **Survival.** Sections 2 and 5 - 9 will survive the termination of this Service.

Specialized Disbursements Services

Centralized Disbursements Manager Service

1. **Your relationship to clients.** You have represented to us that you function as claims administrator, property manager, or accounts payable administrator with respect to your clients (each individually a "Client" and collectively, "Clients"), who may be (i) insurance companies or business organizations maintaining a program of self-insurance, (ii) owners of commercial real property, or (iii) other business organizations with a need for administrative services related to accounts payable and other disbursements. The services you provide to your Clients may include (without limitation) evaluation, resolution, and/or payment of claims or other types of accounts payable on behalf of your Clients, facilitating the funding of payments related to claims or other accounts payable, and reconciliation and reporting with regard to the payment process.

2. **Centralized Disbursements Manager ("CDM") desktop.** You will interact with our electronic system for operating the Service through our "CDM Desktop" function, which you will access through the applicable treasury management services internet portal maintained by us.

3. **Account structure.** To facilitate your disbursement and payment funding activities on behalf of your Clients, you will establish and maintain with us, in your name and taxpayer identification number: (i) a zero-balance controlled disbursement account against which all checks you issue on behalf of your Clients will be drawn ("Disbursement Account"), (ii) a master account linked to the Disbursement Account for the purpose of funding payment of items presented against the Disbursement Account ("Master Funding Account"), (iii) at your option, one or more accounts linked to the Master Funding Account and associated with an individual Client for the purpose of funding disbursements for the benefit of such Client (each an "Individual Client Funding Account"), (iv) an account against which exception items that you instruct us to pay are to be temporarily posted ("Default Account"), and (v) one or more accounts to serve as recovery, refund or adjustment-related transactional accounts; alternative funding sources for payment of checks when the appropriate Individual Client Funding Account lacks adequate funds; or for electronic payment settlement (each, a "Recovery Account").

4. **Accounts for the benefit of individual clients.** At your option, you may open one or more Individual Client Funding Accounts in your name, each for the benefit of an individual Client, in a way that permits the Client's taxpayer identification number to be associated with the Account for tax reporting or other purposes. This type of Individual Client Funding Account is referred to herein as a "Beneficial Owner Account", and may be used for the broader purposes of receiving, holding, managing and/or disbursing Client funds. Beneficial Owner Accounts must be non-interest-bearing. For each Beneficial Owner Account that you open, you represent and warrant to us that you have valid and proper authorization from the applicable Client to open the Account for the benefit of such Client, and to receive, hold, manage and/or disburse funds in such Account. In no event will any Client be considered a party to, or a third party beneficiary of, this Service Description or the Master Agreement.

5. **Client profiles.** For each Client for which you make disbursements, you will establish and maintain through the CDM Desktop an electronic client profile (each a "Client Profile"). As part of each Client Profile, you will assign the applicable Client a unique alpha/numeric identifier (a "Client ID") no more than ten characters in length. We will electronically associate each Client ID with an Individual Client Funding Account to facilitate funding of disbursements from the proper funding source.

6. **Client set-up forms.** For each Individual Client Funding Account you open under the Service (including each Beneficial Owner Account), you will, prior to opening the Account, deliver to us a form (each a "Client Set-up Form") in a format approved by us, containing information about the Client for whose benefit Company is opening the Account, including, without limitation, the Client's name, physical address (including zip code, and country, if other than the United States), taxpayer identification number, and business type. If we determine at any time that we do not have a Client Set-up Form for a particular Account, you will upon our request promptly cause such a form to be prepared and forwarded to us.

7. **Delivery of W-9 or W-8 forms.** For each Individual Client Funding Account you open under the Service, you will, prior to opening the Account, deliver to us an original Internal Revenue Service Form W-9, "Request for Taxpayer Identification Number and Certification" (each a "W-9 Form") or Form W-8BEN, "Certificate of Foreign Status of Beneficial Owner for United States Tax Withholding" or other appropriate W-8 series form (each a "W-8 Form"), properly completed and executed by (i) the Client for whose benefit you are opening the Account, or (ii) if the Client lacks legal capacity to execute the W-9 Form or W-8 Form, by an individual whom the appropriate taxing authority and applicable law recognizes as being authorized to execute a W-9 Form or W-8 Form on the Client's behalf (an "Authorized Representative"). You represent and warrant that each W-9 Form or W-8 Form which you deliver to us in relation to an Account has been duly and lawfully executed by the Client for whose benefit the Account is opened or an Authorized Representative of such Client. If we determine at any time that we do not have a W-9 Form or W-8 Form for a particular Client, you will upon our request promptly cause such a form to be prepared and forwarded to us.

8. **Disbursements by check; use of Positive Pay.** All checks you issue in payment of claims or other obligations on behalf of your Clients ("COM Checks") must be drawn on the Disbursement Account, which will be a controlled disbursement account governed by our standard Controlled Disbursement Service Description. You may not draw checks, or authorize the drawing or presentment of checks, drafts or other instruments against any of the Accounts other than the Disbursement Account or the Recovery Accounts. You must at all times use our Positive Pay Service in connection with the Disbursement Account. Your use of our Positive Pay Service will be governed by our Positive Pay Service Description and other documentation in effect from time to time with respect to that Service.

9. **COM check issuance; Issue Files.** You must identify and describe each COM Check you issue in an electronic issue file (each an "Issue File"), which you must transmit to us in connection with the CDM's Check issuance. You must create and transmit each Issue File to us in compliance with our published standards for creation and transmission of issue files for use with the Service. You must include in each entry for a COM Check listed in a particular Issue File (each an "Issue Record") the appropriate Client ID for the Client on whose behalf you issued the COM Check. You agree that you will not mail, transmit, send, deliver or otherwise issue or distribute any COM Check until you have properly transmitted to us an Issue File containing the corresponding Issue Record for that check. We will compile the information in each Issue File and incorporate that information in our cumulative COM data base of issued and outstanding COM Checks (the "Issue File Data Base").

10. **Presentment and payment of COM checks.** Upon presentment of a check against the Disbursement Account, we will, as part of our Positive Pay Service, compare certain data fields on such item with certain information in the Issue File Data Base. If we identify the item as a COM Check that matches a corresponding Issue Record in the Issue File Data Base (a "Matching Check"), we will ascertain the Client ID accompanying the Issue Record. To the extent that the Individual Client Funding Account associated with the Client ID contains sufficient collected and available funds to pay all Matching Checks presented on the same Business Day which are associated with the same Client ID, we will pay all such Matching Checks. We will cause the applicable Individual Client Funding Account to be debited, with the resulting credit made to the Master Funding Account. To the extent that the Individual Client Funding Account associated with the Client ID does not contain sufficient collected and available funds to pay all Matching Checks associated with such Client ID which are presented on the same Business Day, we may, in our sole discretion (i) return all such Matching Checks unpaid, unless specific alternative funding arrangements have been made between you and us in advance, or (ii) pay such Matching Checks and cause the applicable Individual Client Funding Account to be overdrawn in the amount of the shortfall. Any overdraft on an Individual Client Funding Account is immediately due and payable from you to us.

11. **Default Account.** If, after comparison with the Issue File Data Base, a presented item cannot be associated with an Issue Record, but you nevertheless instructs us to pay the item, we will cause the item to be posted to the Default Account. For each item posted to the Default Account that causes the Default Account to become overdrawn, you will promptly provide us with instructions via COM Desktop or in the form of an Issue Record incorporated in an Issue File, to repost the item to an Individual Client Funding Account.

12. **Minimum balance requirement for Recovery Accounts.** You must at all times maintain in one or more Recovery Accounts an aggregate balance of collected and available funds which equals or exceeds the aggregate amount of negative balances, if any, maintained in Individual Client Funding Accounts and the Default Account. Any positive balances maintained in any Individual Client Funding Accounts and/or the Default Account are expressly excluded from this calculation. We may return unpaid any COM Checks presented for payment against the Disbursement Account during any period in which you fail to maintain the balance requirement set forth in this section 12. We may at any time, in our sole discretion, set off some or all of the balances in the Recovery Accounts against any negative balances in any Individual Client Funding Accounts or the Default Account.

13. **Funding basis.** Each Issue File, as it pertains to each Client on whose behalf you issue COM Checks, will be funded on either an "Issue Funding" basis or a "Presentment Funding" basis. You must identify the funding basis for each Client as part of the Client Profile for such Client. Once the funding basis for a particular Client has been established, you agree that it will not be changed without our written consent.
    a. Issue Funding Basis. If you are funding the Issue File for a particular Client on an Issue Funding basis, then the funding of the corresponding Individual Client Funding Account is determined with reference to our receipt of each Issue File from you that pertains to the Client.
    b. Presentment Funding Basis. If you are funding the Issue File for a particular Client on a Presentment Funding basis, then the funding of the corresponding Individual Client Funding Account is determined with reference to presentment against the Disbursement Account of items related to the Client.

14. **Funding method.** You will fund each Individual Client Funding Account by using one of the funding methods set forth in this section 14. The process of funding by any of these funding methods will be governed by the Master Agreement, this Service Description and other Service Documentation. **YOU WILL NOT, AT ANY TIME OR UNDER ANY CIRCUMSTANCES, FUND OR PERMIT FUNDING OF ANY INDIVIDUAL CLIENT FUNDING ACCOUNT, IN WHOLE OR IN PART, BY MEANS OF A CASH DEPOSIT OR A DEPOSIT MADE BY A THIRD PARTY.** Each Client Debit account must be owned by your Client. As used in this section 14, the term "Funding Day" has the meaning given to it in section 15.

a. **ACH Debit Entries.** You may use ACH debit entries to debit the account of the corresponding Client with us or at another financial institution ("Debit Account"). If you use this funding method, then prior to sending an Issue File for a particular Client, you will ensure that the corresponding Client Profile contains adequate information about that Client's Debit Account to enable us to generate an ACH debit entry from the Debit Account. Provided that we have adequate information about the Debit Account, we will transmit an ACH debit entry file to the designated receiving depository financial institution through the applicable clearing house channel on the same day that (i) we receive an Issue File for a particular Client, if you are using an Issue Funding Basis for the Client, or (ii) one or more items related to the Client are presented against the Disbursement Account, if you are using a Presentment Funding Basis for the Client. However, if that day is not a Funding Day, then the debit entry file will be created and transmitted on the next Funding Day. You authorize us to create and transmit each such debit entry file, and represent and warrant to us that each debit entry created using information you provide to us in a Client Profile and/or an Issue File is properly authorized by the owner of the account to be debited. Funds in the amount of an ACH debit entry must be received in the applicable Individual Client Funding Account on the Business Day following our transmission of the file containing such ACH debit entry.

b. **ACH credit entries.** You may use ACH credit entries to transfer funds to an Individual Client Funding Account from an account of the applicable Client with us or another financial institution. Provided that we have adequate address information about the Client on whose behalf the Individual Client Funding Account is maintained, we will transmit an automatic ACH credit entry funding notice, by e-mail and/or fax at your option, to you and the Client on the same day that (i) we receive an Issue File for the Client, if you are using an Issue Funding Basis for the Client, or (ii) one or more items related to the Client are presented against the Disbursement Account, if you are using a Presentment Funding Basis for the Client. However, if that day is not a Funding Day, then the funding notice will be transmitted on the next Funding Day. Funds in the amount specified in a funding notice must be received in the applicable Individual Client Funding Account on the Business Day following our transmission of the funding notice.

c. **Wire credit transfers.** You may use wire credit transfers to transfer of funds to an Individual Client Funding Account from an account of the applicable Client with us or another financial institution. Provided that we have adequate address information about the Client on whose behalf the Individual Client Funding Account is maintained, Bank will transmit an automatic wire credit transfer funding notice, by e-mail and/or fax at your option, to Company and the Client on the same day that (i) we receive an Issue File for the Client, if you are using an Issue Funding Basis for the Client, or (ii) one or more items related to the Client are presented against the Disbursement Account, if you are using a Presentment Funding Basis for the Client. However, if that day is not a Funding Day, then the funding notice will be transmitted on the next Funding Day. Funds in the amount specified in a funding notice must be received in the applicable Individual Client Funding Account on the same day we transmit the funding notice.

d. **Drawdown wires.** You may use drawdown wires to debit the Debit Account. If you use this funding method, prior to sending an Issue File for a particular Client, you will ensure that the corresponding Client Profile contains adequate information about that Client's Debit Account to enable us to generate a drawdown wire from the Debit Account. Provided that we have adequate information about the Debit Account, we will cause a drawdown wire to be automatically initiated and transmitted to the designated depository financial institution through the applicable channel on the same day that (i) we receive an Issue File for a particular Client, if you are using an Issue Funding Basis for the Client, or (ii) one or more items related to the Client are presented against the Disbursement Account, if you are using a Presentment Funding Basis for the Client. However, if such day is not a Funding Day, then the drawdown wire will be initiated on the next Funding Day. You authorize us to create and transmit each drawdown wire, and represent and warrant to us that each drawdown wire created using information you provide to us in a Client Profile and/or an Issue File is properly authorized by the owner of the account to be debited. Funds in the amount of the drawdown wire must be received in the applicable Individual Client Funding Account on the same day we initiate the drawdown wire.

e. **Internal book transfers.** You may use internal book transfers to debit the Debit Account, so long as the Debit Account is maintained with us. If you use this funding method, then prior to sending an Issue File for a particular Client, you will ensure that the corresponding Client Profile contains adequate information about such Client's Debit Account to enable us to generate an internal book transfer from the Debit Account. Provided that we have adequate information about the Debit Account, we will cause an internal book transfer to be initiated from the Debit Account on the same day that (i) we receive an Issue File for a particular Client, if you are using an Issue Funding Basis for the Client, or (ii) one or more items related to the Client are presented against the Disbursement Account, if Company is using a Presentment Funding Basis for the Client. However, that if that day is not a Funding Day, then the internal book transfer will be initiated on the next Funding Day. You authorize us to initiate and execute each such internal book transfer, and represent and warrant to us that each internal book transfer initiated using information you provide to us in a Client Profile and/or an Issue File is properly authorized by the owner of the account to be debited. Funds in the amount of the internal book transfer must be received in the applicable Individual Client Funding Account on the same day we initiate the internal book transfer.

15. **Funding Frequency.** You will fund each Individual Client Funding Account according to one of the funding frequency options set forth inthis section 15. Each day on which funding is to occur under a particular funding frequency option is hereinafter referred to as a "Funding Day."
    a. **Daily funding.** Under the "Daily Funding Frequency Option", funding will occur (i) each day that we receive an Issue File for a particular Client, if you are using an Issue Funding Basis for the Client, or (ii) each day on which one or more items related to the Client are presented against the Disbursement Account, if you are using a Presentment Funding Basis for the Client.
    b. **Weekly funding.** Under the "Weekly Funding Frequency Option", funding will occur once a week, on the same day of the week as you select.
    c. **Monthly funding.** Under the "Monthly Funding Frequency Option", funding will occur one day each month, on either (i) the same numeric day of the month, or (ii) the first or last day of the month, as you select.
    d. **Semi-monthly selected date funding.** Under the "Semi-Monthly Funding Frequency Option", funding will occur twice each month, on the same two numeric days, as selected by you.
    e. **P.A.L. funding.** The "P.A.L. Funding Frequency Option" is only available for accounts you are funding on an Issue Funding Basis. Under this option, funding will occur each time an aggregate dollar amount of items accumulates within one or more Issue Files, with a dollar limit you specify.
    f. **Threshold funding.** The "Threshold Funding Frequency Option" is only available for accounts you are funding on a Presentment Funding Basis. Under this option, funding will occur each time an aggregate dollar amount of items is presented for payment in relation to a particular Client, with a dollar limit you specify.

16. **Supplemental funding days.** You may, at your option, establish one or more additional Funding Days that supplement the funding frequency options chosen for a particular Client under section 15 above. Each additional funding day may be designated as either a "Clean-up Date" or "End-of-Contract Date", depending on the purpose of the supplemental funding. Funding on each supplemental Funding Day will take place according to the Funding Basis and Funding Method previously selected for the applicable Client.

17. **Right of setoff.** In the event that any negative balance is maintained in an Individual Client Funding Account or the Default Account, whether created by action of you or us, we may at any time, and without prior notice to you, set off the amount of such negative balance against funds on deposit in any Recovery Account or any other deposit account you maintain with us; provided, however, that we may not set off against any other Individual Client Funding Account.

18. **Security interest in Recovery Accounts.** As security for the Obligations, you grant us a security interest in and lien on the Recovery Accounts, and all amounts from time to time on deposit in, or withdrawable from, the Recovery Accounts (the "Collateral"). Our receipt at any time of any kind of security, including cash, will not be a waiver of any of our rights or powers under any agreement between us. Upon our request, you will sign and deliver to us, any security, control or other agreements and documents as we determine are necessary or desirable (in our sole opinion) to grant us or perfect our security interest in the Collateral. At the time any Obligation becomes due and payable, we may apply or dispose of any and all Collateral, received or to be received, at any time or place, for any price and upon terms and conditions as we determine. We may apply the amounts on deposit or net proceeds of the sale or other disposition (together with any sums credited by or due from us to you), to the payment of the Obligations, all without prejudice to our rights with respect to any portion of the Obligations which remain unpaid. You expressly waive any right to require us to make any presentment or demand, or give any notices of any kind, including, but not limited to, any notice of nonpayment or nonperformance, protest, notice of protest, notice of dishonor, notice of intent to accelerate or notice of acceleration. If we are required by Applicable Law to give you reasonable notice before the sale or other disposition of Collateral, that requirement is met if notice is given at least 5 calendar days before the date any sale, application or other disposition will be made. Our rights and remedies under any agreements between us or instruments signed by you in our favor are in addition to, and not exclusive of, any other rights or remedies we have under Applicable Law.

19. **Account closure or debit block.** We reserve the right to either close or place a debit block on any Individual Client Funding Account which, in our sole judgment, is subject to repeated overdrafts or overdrafts of an excessive amount, or in the event that the Client associated with such Account is subject to a bankruptcy proceeding or makes a general assignment for the benefit of creditors.

20. **Business Associate Agreement.** If you are an organization that performs any function or activity involving the use, transmission, or disclosure of individually identifiable health information, you and we must enter into a Business Associate Agreement (addressing certain requirements of Subtitle F of the Health Insurance Portability and Accountability Act of 1996 and its implementing regulations) in form and substance satisfactory to us.

21. **Compliance with Applicable Laws.** You represent, warrant, and covenant to us that you will at all times comply with all Applicable Laws governing the receipt, holding, management and/or disbursement of funds in any Beneficial Owner Account.

22. **Indemnification.** You agree to indemnify, defend, and hold us harmless from and against any and all Losses which we suffer or incur as a result of or in connection with (i) your failure to have proper authorization to act on behalf of any Client, (ii) any Client Set-up Form or related information you provide to us which is incomplete or erroneous, and (iii) your failure to comply with Applicable Laws governing the receipt, holding, management and/or disbursement of funds for the benefit of Clients.

23. **Ownership dispute.** In the event that any Client asserts ownership rights to an Account held for the benefit of such Client, or any of the funds therein, then absent the mutual written consent of both you and the Client to dispose of the Account and related funds, we reserve the right, in its sole discretion, to suspend all activity on that Account and to interplead the funds into court.

24. **Termination.** Unless terminated sooner in accordance with the terms of the Master Agreement or this Service Description, this Service Description and the Service will continue in effect until terminated by either party upon ninety (90) days prior written notice to the other party. We may terminate the Service following notice to you (i) if you breach any material provision of the Master Agreement or this Service Description and fail to cure the breach within fifteen (15) days after we give notice of the breach, or (ii) notwithstanding the foregoing, if you fail at any time to maintain the minimum balance in the Recovery Accounts required under section 12 of this Service Description. Termination of the Service will not affect your or our rights with respect to transactions which occurred before termination.

25. **Survival.** Sections 4, 10, 12, 14, 17- 19, 22- 24 will survive termination of the Services.

Payable Through Draft Service

1. **Description of Service.** With this Service, we provide you with information about payable-through Drafts that are purportedly drawn on you and received by us so that you can determine if you will pay, edit or dishonor each Draft.

2. **Requirements for Draft stock.** You will ensure each Draft contains:
   a. The legend *"PAYABLE THROUGH WELLS FARGO BANK,* N.A.";and
   b. Our routing number on the MICR line of the Draft. You will also comply with all other requirements we communicate to you. You will not issue any Draft until we notify you that your Draft stock meets our specifications.

3. **Electronic presentment.** Each Business Day, we will present to you each Draft we receive before the Cutoff Time. We will electronically present you with a report or transmission ("Activity Report") containing the serial number and amount of each Draft available to you through your chosen information reporting service. No physical delivery of a Draft or of a substitute check or a purported substitute check in lieu of a Draft will occur.

4. **Images of Drafts; identifying Unauthorized Drafts.** We will make an electronic image of each Draft available to you through our *CEO®* portal. If for any reason we cannot make an electronic image of a Draft available to you, you remain solely responsible for determining whether a Draft described in each Activity Report is an Unauthorized Draft.

5. **Funding.** You will maintain immediately available funds in your Account sufficient to cover the full amount of Drafts you issue. We have no obligation to honor any Draft if you do not have immediately available funds in your Account sufficient to cover the full amount of the Draft. If an arbitrator or a court determines a Draft has been paid under circumstances that we incur any liablility for the Draft under Applicable Law or any agreement having the force of law, you will pay us on demand for the amount of the Draft.

6. **Decisioning.** You must notify us of any presented Draft that is to be edited (section 8 [Edits to Drafts]) or dishonored (section 9 [Drafts to be dishonored]) by the Cutoff Time on the next Business Day following the Business Day on which we made the Activity Report available to you ("Decision Deadline"). You will notify us through our *CEO* portal as set forth inthe Reverse Positive Pay Service Description or, in the case of dishonor instructions only, through a means acceptable to us. If we do not receive your edit requests or dishonor instructions by the applicable Decision Deadline, you will be deemed to have instructed us to pay each Draft described in the Activity Report(s) for that Business Day, and you will be obligated to pay the amount of each Draft.

7. **Provisional payment of Drafts.** Any payment or other settlement for a Draft, except a Draft cashed in accordance with section 10, will be provisional and subject to revocation by:
   a. You, if you direct us to dishonor a Draft before the applicable Decision Deadline, or
   b. Us at any time before midnight of the day we presented the Draft to you.

8. **Edits to Drafts.** You may request edits of the serial number and/or amount of any Draft described on the Activity Report(s) for any current Business Day. You will notify us of each edit request by means acceptable to us. We may deny your edit request based on our evaluation.

9. **Drafts to be dishonored.**
   a. **General.** We are subject to requirements regarding the return of Drafts under Applicable Law, including the requirement to provide notice of a dishonored Drafts. We may be liable for the amount of the Draft and other damages if we do not meet these requirements. You are solely responsible for dishonoring any Draft including any Unauthorized Draft. If you decide to dishonor any Draft we present to you, you will notify us prior to the Decision Deadline in accordance with the Reverse Positive Pay Service Description.
   b. **Reimbursement obligation; revocation instructions.** You will promptly reimburse us for any Losses we suffer or incur as a result of our dishonor of a Draft in accordance with your notice to us. Any payment or other settlement of a Draft will be provisional and can be revoked by:
      i. You, if you direct us to dishonor a Draft before the Decision Deadline, and
      ii. Us, at any time before midnight of the first Business Day after the day we presented the Draft to you.

      To be effective, we must receive your revocation instruction in a time and manner that gives us a reasonable opportunity to act on it before the payee deposits, cashes or otherwise negotiates the Draft.

   c. **Fraud.** If your reason for dishonoring a Draft is fraud, your return instruction alone will not constitute a claim for a fraudulent transaction. You must file a separate claim with us relating to the fraudulent transaction.

10. **Draft Cashing.** We offer a Draft Cashing Service (see our User Guide for more information). If you enroll in this Service, you waive any rights to dishonor or issue an edit request with respect to any Draft we cash at our teller line.

11. **Liability and Indemnification.**
   a. **Indemnification.** You will indemnify, defend, and hold us, and our Representatives harmless from and against all Losses arising out of or relating to:
      i. (1) our failure to identify an Unauthorized Draft, (2) our refusal to cash a Draft, (3) our failure to meet any requirement to which section 9 (Drafts to be dishonored) of this Service Description refers, (4) our payment of an Unauthorized Draft, or (5) our exercise of our rights, or our performance of our obligations, in accordance with this Service Description,
      ii. A breach of either the Image Quality Warranty or the No Double Debit Warranty (as defined below),
      iii. Our obligation to indemnify and reimburse a depository bank that accepts the original paper check from which an electronic check is created, if the loss is due to the check having already been paid, and
      iv. If we transfer or present an "electronically-created item" and receive settlement or other consideration for it, our obligation to indemnify and reimburse each transferee bank, any subsequent collecting bank, the paying bank, and any subsequent returning bank against Losses that result from the fact that:
         1. The electronic image or electronic information of the electronically-created item is not derived from a paper check,
         2. The person on whose account the electronically-created item is drawn did not authorize the issuance of the electronically-created item or to the payee stated on the item, and

3. A person receives a transfer, presentment, or return of, or otherwise is charged for an electronically-created item in such a way that the person is asked to make payment based on an item or check it has paid.

"Electronically-created item" means an electronic image that has all the attributes of an electronic check or electronic returned check but was created electronically and not derived from a paper check. "Image Quality Warranty" means our guarantee that the electronic image of the check accurately represents all of the information on the front of the check as of the time the original check is truncated, and the electronic information includes an accurate record of all MICR line information required for a substitute check and the amount of the check. "No Double Debit Warranty" means our guarantee that the warrantee will not receive a presentment of or otherwise be charged for an electronic check, an electronic returned check, the original check, a substitute check, or a paper or electronic representation of a paper substitute check, in a way that the warrantee will be asked to make payment on a check that it has already paid.

When we transfer an electronic check for collection or payment, we make the Image Quality Warranty and the No Double Debit Warranty to the transferee bank, any subsequent collecting bank, the paying bank, and the drawer. When we transfer an electronic returned check for return, we make the Image Quality Warranty and the No Double Debit Warranty to the transferee returning bank, the depository bank, and the owner. For purposes of this section 11.a, the term "check" and "electronically created item" includes a Draft.

b. **Unauthorized Draft.** With respect to each Draft, we:
   i. Will be deemed to be a collecting bank and not a drawee bank, and
   ii. Disclaim all liability applicable to a payor bank under the Transfer and Presentment Warranties in Articles 3 and 4 of the UCC.

   In the event any Draft paid by you is subsequently determined to be an Unauthorized Draft, we will take any action reasonably requested by you to enforce against prior parties (including prior collecting banks, endorsers and other holders) whatever rights you may have against those prior parties, but we will not be liable to you with respect to the Unauthorized Draft and will not be obligated to take any action with respect to the Unauthorized Draft unless you first indemnify us for all costs, expenses and liabilities, including reasonable attorneys' fees and legal expenses, which we may incur as a result of such action.

c. **Delayed Return.** You are responsible to any party that incurs a loss in connection with a Draft, if:
   i. The loss is due to a delay in the return of the Draft, and
   ii. The delay is caused, in whole or in part, by any presentment-related problem resulting from:
      1. The failure of any Draft to meet our draft specifications (section 2), or
      2. Material appearing on the back of the Draft when it was issued by you including without limitation carbon blanks, blacked-out areas and printed or written text or numbers.

12. **Survival.** Sections 3, 4, 6, 9, 10, and 11 of this Service Description will survive termination of the Service.

Third Party Drafts Service

1. **Description of Service.** You provide draft stock to your customers (each, a "third party") that issue third party drafts. With this Service, we will provide you with a controlled disbursement service for third party drafts. You will establish and maintain:
   a. One or more demand deposit accounts with us (each, a "Funding Account"), and
   b. One or more demand deposit accounts with us (each, a "Disbursement Account"), each of which is linked to a Funding Account and assigned to one of our controlled disbursement end points (each, an "End Point").

2. **Requirements for Draft stock.** You will ensure each Draft contains:
   a. The legend *"PAYABLE THROUGH WFB, N.A.";* and
   b. Our routing number on the MICR line of the Draft. You will also comply with all other requirements we communicate to you. You will not provide Draft stock to any third party until we notify youthat your Draft stock meets our specifications.

3. **Electronic presentment.** Each Business Day, we will present to you each Draft we receive before the Cutoff Time. We will electronically present you with a report or transmission ("Activity Report") containing the serial number and amount of each Draft available to you through your chosen information reporting service. No physical delivery of a Draft or of a substitute check or a purported substitute check in lieu of a Draft will occur.

4. **Images of Drafts; identifying Unauthorized Drafts.** We will make an electronic image of each Draft available to you through our *CEO®* portal. If for any reason we cannot make an electronic image of a Draft available to you, you remain solely responsible for determining whether a Draft described in each Activity Report is an Unauthorized Draft.

5. **Funding.** You will maintain immediately available funds in your Account sufficient to cover the full amount of Drafts youissue. We have no obligation to honor any Draft if you do not have immediately available funds in your Account sufficient to cover the full amount of the Draft. If an arbitrator or a court determines a Draft has been paid under circumstances that we incur any liablility for the Draft under Applicable Law or any agreement having the force of law, you will pay us on demand for the amount of the Draft.

6. **Decisioning.** You must notify us of any presented Draft that is to be edited (section 8) or dishonored (section 9) by the Cutoff Time on the next Business Day following the Business Day on which we made the Activity Report available to you ("Decision Deadline"). You will notify us through our CEO portal as set forth inthe Reverse Positive Pay Service Description or, in the case of dishonor instructions only, through a means acceptable to us. If we do not receive your edit requests or dishonor instructions by the applicable Decision Deadline, you will be deemed to have instructed us to pay each Draft described in the Activity Report(s) for that Business Day, and you will be obligated to pay the amount of each Draft that is not timely returned by us.

7. **Provisional payment of Drafts.** Any payment or other settlement for a Draft, except a Draft cashed in accordance with section 10 [Draft cashing], will be provisional and subject to revocation by:
   a. You, if you direct us to dishonor a Draft before the applicable Decision Deadline, or
   b. Us at any time before midnight of the day we presented the Draft to you.

8. **Edits to Drafts.** You may request edits of the serial number and/or amount of any Draft described on the Activity Report(s) for any current Business Day. You will notify us of each edit request by means acceptable to us. We may deny your edit request based on our evaluation.

9. **Drafts to be dishonored.**
   a. **General.** We are subject to requirements regarding the return of Drafts under Applicable Law, including the requirement to provide notice of a dishonored Draft. We may be liable for the amount of the Draft and other damages if we do not meet these requirements. You are solely responsible for dishonoring any Draft including any Unauthorized Draft. If you decide to dishonor any Draft we present to you, you will notify us prior to the Decision Deadline in accordance with the Reverse Positive Pay Service Description.

b. **Reimbursement obligation; revocation instructions.** You will promptly reimburse us for any Losses we suffer or incur as a result of our dishonor of a Draft in accordance with your notice to us. Any payment or other settlement of a Draft will be provisional and can be revoked by:
   i. You, if you direct us to dishonor a Draft before the Decision Deadline, and
   ii. Us at any time before midnight of the first Business Day after the day we presented the Draft to you.

   To be effective, we must receive your revocation instruction in a time and manner that gives us a reasonable opportunity to act on it before the payee deposits, cashes or otherwise negotiates the Draft.

c. **Fraud.** If your reason for dishonoring a Draft is fraud, your return instruction alone will not consitute a claim for a fraudulent transaction. You must file a separate claim with us relating to the fraudlent transaction.

10. **Draft cashing.** We, or an affiliate, will not cash any Draft presented for encashment at our teller line, except at our own discretion.

11. **Liability and indemnification.**
   a. **Indemnification.** You will indemnify, defend, and hold us, and our Representatives harmless from and against all Losses arising out of or relating to:
      i. (1) our failure to identify an Unauthorized Draft, (2) our refusal to cash a Draft, (3) our failure to meet any requirement to which section 9 (Drafts to be dishonored) of this Service Description refers, (4) our payment of an Unauthorized Draft, or (5) our exercise of our rights, or our performance of our obligations, in accordance with this Service Description,
      ii. A breach of either the Image Quality Warranty or the No Double Debit Warranty (as defined below),
      iii. Our obligation to indemnify and reimburse a depository bank that accepts the original paper check from which an electronic check is created, if the loss is due to the check having already been paid, and
      iv. If we transfer or present an "electronically-created item" and receive settlement or other consideration for it, our obligation to indemnify and reimburse each transferee bank, any subsequent collecting bank, the paying bank, and any subsequent returning bank against Losses that result from the fact that:
         1. The electronic image or electronic information of the electronically-created item is not derived from a paper check,
         2. The person on whose account the electronically-created item is drawn did not authorize the issuance of the electronically-created item or to the payee stated on the item, and
         3. A person receives a transfer, presentment, or return of, or otherwise is charged for an electronically-created item in such a way that the person is asked to make payment based on an item or check it has paid.

      "Electronically-created item" means an electronic image that has all the attributes of an electronic check or electronic returned check but was created electronically and not derived from a paper check. "Image Quality Warranty" means our guarantee that the electronic image of the check accurately represents all of the information on the front of the check as of the time the original check is truncated, and the electronic information includes an accurate record of all MICR line information required for a substitute check and the amount of the check. "No Double Debit Warranty" means our guarantee that the warrantee will not receive a presentment of or otherwise be charged for an electronic check, an electronic returned check, the original check, a substitute check, or a paper or electronic representation of a paper substitute check, in a way that the warrantee will be asked to make payment on a check that it has already paid.

      When we transfer an electronic check for collection or payment, we make the Image Quality Warranty and the No Double Debit Warranty to the transferee bank, any subsequent collecting bank, the paying

bank, and the drawer. When we transfer an electronic returned check for return, we make the Image Quality Warranty and the No Double Debit Warranty to the transferee returning bank, the depository bank, and the owner. For purposes of this section 11.a, the term "check" and "electronically created item" includes a Draft.

b. **Unauthorized Draft.** With respect to each Draft, we:
   i. Will be deemed to be a collecting bank and not a drawee bank, and
   ii. Disclaim all liability applicable to a payor bank under the Transfer and Presentment Warranties in Articles 3 and 4 of the UCC.

   In the event any Draft paid by you is subsequently determined to be an Unauthorized Draft, we will take any action reasonably requested by you to enforce against prior parties (including prior collecting banks, endorsers and other holders) whatever rights you may have against those prior parties, but we will not be liable to you with respect to the Unauthorized Draft and will not be obligated to take any action with respect to the Unauthorized Draft unless you first indemnify us for all costs, expenses and liabilities, including reasonable attorneys' fees and legal expenses, which we may incur as a result of such action.

c. **Delayed return.** You are responsible to any party that incurs a loss in connection with a Draft, if:
   i. The loss is due to a delay in the return of the Draft, and
   ii. The delay is caused, in whole or in part, by any presentment-related problem resulting from:
      1. The failure of any Draft to meet our draft specifications (section 2), or
      2. Material appearing on the back of the Draft when it was issued by you including without limitation carbon banks, blacked-out areas and printed or written text or numbers.

12. **Anti-money laundering and sanctions controls.** While this Service Description is in effect, you will:
   a. Be solely responsible for monitoring, interpreting and complying with all laws, regulations,judicial and administrative decisions, and executive orders that apply to you as a provider of accounts to your customers on which Drafts are issued, including the U.S. anti-money laundering and anti-terrorist financing ("AML") and sanctions laws and regulations;
   b. Maintain policies and procedures to reasonably ensure compliance with applicable provisions of the U.S. AML laws and regulations, including but not limited to the USA PATRIOT Act ("PATRIOT Act"), and regulations promulgated by the Office of Foreign Assets Control ("OFAC") of the United States Department of the Treasury;
   c. Where you qualify under section 314(b) of the PATRIOT Act, maintain an effective notice with FinCEN evidencing your intent to engage in information sharing pursuant to section 314(b) of the PATRIOT Act;
   d. If subject to the PATRIOT Act, maintain policies and procedures that include a risk assessment of its products and services, designate a Board-approved AML Compliance Officer responsible for overseeing the components of the AML Program, and include processes for training, monitoring of Drafts, recordkeeping and reporting;
   e. Provide copies of your policies, procedures and practices designed to comply with this section 12, as we may request from time to time; and (b) upon our request and sole expense, allow us, or our designee, to make such on-site visits to you as we deem necessary or appropriate to review your policies, procedures and practices designed to comply with this section 12; and
   f. Work with us in good faith to minimize the number of on-site visits and to limit the impact of the on-site visits on your business.

13. **Survival.** Sections 3, 4, 6, 9, 10 and 11 of this Service Description will survive termination of the Service.

Glossary

Account Agreement means the applicable account agreement governing your Account.

Applicable Law is defined in section 3 of the Master Agreement.

Business Day means every day except Saturday, Sunday and federal holidays. When used in connection with funds transfer Services, "Business Day" means each day on we are open for business related to that Service.

Check Issue Data means for any Check or Draft, the complete serial number and numeric amount. If you have elected the Payee Validation service option under the Positive Pay Service, Check Issue Data also includes the payee's name.

Cutoff Time means our cutoff time each Business Day that we separately disclose to you for the Service.

Decision Deadline means on any Business Day, (i) for the Positive Pay Service, the time we establish by which you must choose to pay or return each Exception Check, and (ii) for the Reverse Positive Pay Service, the time we establish by which you must choose to edit or return each Check on the Paid Items Report.

Draft means each payable-through draft or third party draft we present to you in accordance with this Service Description and includes an Unauthorized Draft.

Item has the meaning given in the Account Agreement.

Losses means all liabilities, losses, damages, claims, obligations, demands, charges, costs, or expenses (including reasonable fees, disbursements of legal counsel and court fees).

Master Agreement means the Master Agreement for Treasury Management Services.

Matching Check is a Check presented to us that matches the Check Issue Data you have provided to us.

Obligations means any and all advances, debts, loans, obligations and liabilities that you owe us and our affiliates pursuant to the terms of this Service Description, including any advances we make to the Funding Account pursuant to Section 3 of the Controlled Disbursements Service Description and any advances we make to the Disbursement Account pursuant to Section 4 of the Controlled Disbursements Service Description.

Representatives is defined in section II(f) oftheMaster Agreement.

Unauthorized Draft means a counterfeit or altered Draft, a reproduction of a duly authorized Draft, a Draft with a forged or other unauthorized signature, or a forged, unauthorized, incorrect or illegible endorsement.

Information Reporting and Image Delivery Service Description

Treasury Management Services

November 8, 2019

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Introduction

The Service Documentation contains the terms and conditions under which we provide you the services described below. "You," "your" or "yours" refer to the Bank customer identified on the Acceptance of Services that is signed when you enroll in the Service ("Acceptance"). The terms "we," "us," or "our" refer to the Bank. Other capitalized terms used in this Service Description are defined in the Master Agreement or in the Glossary at the back of this Service Description.

The service ("Service") covered by this Service Description is:

- Information Reporting and Image Delivery

The Service Documentation includes:

a. The Service Description (which contains terms and conditions applicable to the Service),
b. The Acceptance (which indicates your acceptance of the Service Documentation),
c. The Master Agreement (which contains terms and conditions applicable to all services),
d. The Account Agreement governing the Account,
e. The Product Enrollment Form (which contains set-up information for each service in which you are enrolling), and
f. User Guides (which include Terms of Use, software, software licenses, price schedules, specifications, instructions, and notices).

The documents and individual provisions of the Service Documentation are intended to be read together as one agreement between you and us. This Service Description and the Master Agreement are posted at our *Commercial Electronic Office® (CEO®)* portal. If there is a conflict among the documents that are part of the Service Documentation, they will govern in the order listed above. Your use of a Service confirms your receipt of, and agreement to be bound by, this Service Description and all Service Documentation.

Information Reporting and Image Delivery

1. **Description of services.**
   a. With this Service we make data regarding transactions and/or images of Items posted to or processed through your Accounts available to you in order to provide you with timely information on your Account activity. We refer to the data and images as "information." The information and reports you can access are described in the User Guide for the Service. If you elect to use the Cash Flow Analysis Service (described further in the User Guide for the Service), you may also manually populate external data you want to view through this Service.
   b. The methods we use to make information available to you (and we may remove or add methods from time to time) include without limitation BAI File Transfer, InfoFax fax/email, SWIFT messaging, ISO 20022 XML transmission, physical media (CD-ROM and DVD), Machine-to-Machine, our CEO portal, and an Application Programming Interface ("API") through the Wells Fargo Gateway.
   c. The Master Agreement (which contains terms and conditions applicable to all services),
      i. Posted to or processed through the Account,
      ii. Cashed or collected by us or accepted for deposit to the Account, and
      iii Returned unpaid to the Account.

Images of posted paper Items that have been converted to ACH Entries pursuant to the ACH Rules may not be available through this Service.

2. **Accuracy of Information.**
   a. We will not verify the accuracy or completeness of: (i) information from other financial institutions, (ii) information you manually populate, or (iii) cash forecasting information. Forecasting information is not a guarantee of actual performance.
   b. Account balances and other information that reflect intraday activity on your Account may differ from the available balance as determined under our funds availability policy (as described in the Account Agreement) and by our internal risk parameters.

3. **Intentionally Omitted.**

4. **Stop payment orders.** If you elect a service option through which you can place stop payment orders, your rights and our obligations regarding any stop payment order will be determined as provided in the Account Agreement.

Glossary

Account means your account(s) with us used in connection with the Services.

Account Agreement means the applicable account agreement governing the Account.

ACH means automated clearing house.

ACH Rules means the Nacha Operating Rules and any applicable local ACH rules.

Item is defined in the Account Agreement.

Master Agreement means the Master Agreement for Treasury Management Services.

WELLS FARGO

Stagecoach Sweep@ service description

Treasury Management Services

December, 2021

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Introduction

The Service Documentation contains the terms and conditions governing each service ("Service") that Wells Fargo Bank, N.A. ("Bank") provides to Customer under this Service Description. "Customer" is the Bank customer identified on the Acceptance of Services that is signed when Customer enrolls in the Service ("Acceptance").

The Service Documentation includes:

a. The Service Description (which contains terms and conditions applicable to the specific Service),
b. The Acceptance (which indicates Customer's acceptance of the Service Documentation),
c. The Master Agreement for Treasury Management Services ("Master Agreement") (which contains terms and conditions applicable to all Services),
d. The account agreement governing the account(s) (each, an "Account") Customer uses in connection with the Service,
e. The Product Enrollment Form (which contains set-up information for each Service in which Customer is enrolling), and
f. User Guides (which include Terms of Use, software, software licenses, price schedules, specifications, instructions, and notices).

This Service Description and the Master Agreement are posted on Wells Fargo Vantage[SM] f/k/a Commercial Electronic Office® or (CEO®) ("Vantage"). If there is a conflict among the documents comprising the Service Documentation, they will govern in the order listed above. Customer's use of the Service confirms Customer's receipt of and agreement to be bound by the applicable Service Documentation. If an enhancement to the Service or other change requires a change to this Service Description, Bank will post an updated Service Description on Vantage. When required by applicable law, Bank will notify Customer of the update. If Customer continues to use the Service after the update takes effect, Customer will be deemed to have agreed to the update.

Services

Wells Fargo Stagecoach Sweep®

1. **Description of Service.**

   The Service enables Customer to link each domestic demand deposit account Customer enrolls in the Service ("Account") to one of the options described in Section 3 (each, an "Investment Sweep Option"). Customer may also link Customer's Account to Customer's line of credit with Bank ("Credit Sweep Option"), as described in Section 5. At the end of each Business Day, funds are transferred automatically or "swept" from the Account in accordance with Customer's designation(s) in the Acceptance. The amount swept ("Transferable Balance") is the Collected Balance in the Account less the Target Collected Balance. The "Collected Balance" is the amount available for immediate withdrawal from the Account. The "Target Collected Balance" is the amount that Bank and Customer have agreed will be maintained in the Account. A "Business Day" is every day except Saturdays, Sundays, federal holidays and days when the New York Stock Exchange is closed. Customer may access its funds only through the Account(s) it has enrolled in the Service. Circumstances in which the entire Transferable Balance may not be invested are described in Section 4. Additional provisions pertaining to the Investment Sweep Options are set forth in Sections 6 through 10.

2. **Authorization.**

   Customer appoints Bank as its agent to act with respect to the Service and the Investment Sweep Option Customer has elected in the Acceptance.

3. **Investment Sweep Options.**

Bank offers the following Investment Sweep Options, each of which is subject to Section 4:

a. Wells Fargo Stagecoach Sweep® Preferred Option. The Transferable Balance will be swept to an omnibus deposit account at Bank ("Preferred Option Account"). Funds belonging to multiple Bank customers are held in this omnibus deposit account. At the beginning of the next Business Day the entire amount held in Customer's Investment Sweep Option, less any earnings, will be swept back to the Account.

b. Wells Fargo Stagecoach Sweep® Repurchase Agreement Option with secondary Wells Fargo Stagecoach Sweep® Preferred Option. The Transferable Balance will be swept to the Wells Fargo Stagecoach Sweep® Repurchase Agreement ("Repurchase Agreement") Option. Any portion of the Transferable Balance which is not swept to a Repurchase Agreement will be swept to the Preferred Option Account. At the beginning of the next Business Day the entire amount held in Customer's Investment Sweep Option, less any earnings, will be swept back to the Account.

c. Wells Fargo Stagecoach Sweep® Repurchase Agreement Option. The Transferable Balance will be swept to the Wells Fargo Stagecoach Sweep® Repurchase Agreement ("Repurchase Agreement") Option. Any portion of the Transferable Balance not swept to a Repurchase Agreement will remain in the Account and not earn interest. At the beginning of the next Business Day the entire amount held in Customer's Investment Sweep Option, less any earnings, will be swept back to the Account.

d. Wells Fargo Stagecoach Sweep®, Money Market Mutual Fund ("MMMF") Option. The Transferable Balance will be transferred to an omnibus deposit account at Bank. At the beginning of the next Business Day, the Transferable Balance will be transferred from the omnibus deposit account at Bank to an omnibus investment account in Bank's name at the custodian of the MMMF. MMMF shares belonging to multiple Bank customers are held in this investment account. Any portion of the Transferable Balance not swept to the MMMF will remain in the Account, and no dividends will accrue on it. If the Collected Balance in the Account on any Business Day is less than the Target Collected Balance, Bank will redeem a sufficient number of Customer's MMMF shares, as determined on the Business Day following the Business Day on which this shortfall occurs, to restore the Collected Balance to the Target Collected Balance. Purchases and redemptions of MMMF shares in connection with this Investment Sweep Option may occur only through deposits to or withdrawals from the Account. This option is available only to entities having a United States presence, as demonstrated by a U.S. mailing address in Bank's records for Customer.

4. **Maximum Investment Amount; Transferable Balance not invested; earnings on Investment Sweep Option.**

a. Maximum Investment Amount. If Customer has designated a maximum amount for investment in Customer's Investment Sweep Option ("Maximum Investment Amount"), then the maximum amount invested for Customer on any given Business Day will equal the lesser of the Customer's Transferable Balance or Maximum Investment Amount. Any portion of Customer's Transferable Balance that is not invested pursuant to this Section 4a will remain in the Account and not earn interest.

b. Transferable Balance not invested. Bank will exercise reasonable efforts to invest the entire Transferable Balance but reserves the right to invest less when Bank determines in its sole discretion that the entire Transferable Balance exceeds the amount Bank is able to invest for Customer in the ordinary course of business. Any Transferable Balance not invested pursuant to this Section 4b will be held in accordance with Customer's Investment Sweep Option.

c. Earnings on Customer's Investment Sweep Option. Bank will handle any earnings on Customer's Investment Sweep Option in accordance with Customer's separate instructions to Bank.

5. **Credit Sweep Option.**

At the end of each Business Day, the Transferable Balance will first be applied to the outstanding balance on the line of credit specified by Customer in the Acceptance ("LOC"). Any remaining funds will then be deemed to be the Transferable Balance with respect to the Investment Sweep Option that Customer may have also selected. If the Collected Balance is less than the Target Collected Balance, funds will be advanced from the LOC and credited to the Account. The application of payments to and advances from the LOC are governed by the documents governing the LOC as amended or replaced from time to time (collectively, "Loan Documentation"). Bank may terminate the Credit Sweep Option immediately without notice to Customer if an event of default occurs under the Loan Documentation.

6. **Provisions Applicable To Each Investment Sweep Option.**

NO EMPLOYEE OR AGENT OF BANK HAS BEEN AUTHORIZED TO PROVIDE ANY INFORMATION OR TO MAKE ANY REPRESENTATION REGARDING A SWEEP OPTION OTHER THAN THE INFORMATION AND REPRESENTATIONS CONTAINED IN THE SERVICE DOCUMENTATION AND IF SUCH INFORMATION IS PROVIDED OR SUCH A REPRESENTATION IS MADE, IT MAY NOT BE RELIED UPON AS BEING AUTHORIZED BY BANK.

7. **Additional Provisions Applicable to Wells Fargo Stagecoach Sweep® Preferred Option.**

a. Interest. Interest will accrue on Customer's Transferable Balance in Bank's Preferred Option Account at a variable rate determined by Bank from time to time in its sole discretion. Accrued interest will be credited to the Account as agreed by Customer and Bank. If Customer has elected to be paid interest on a monthly basis, pending any such payment, interest on Customer's accrued but unpaid interest will accrue and compound daily. For advance information about the interest rate on any given Business Day, Customer may contact its relationship manager at Bank.

b. Statements. Bank will make a periodic statement available to Customer showing the Account balance for each day in, and the amount of interest earned for, the statement period. Additionally, Customer may elect to receive a daily confirmation showing the Account balance and the amount of interest earned for the preceding day.

c. Bank fees. Bank reserves the right to assess a monthly deposit balance fee and a monthly recoupment fee on Customer's Customer's average daily Transferable Balance during the statement period. These fees are in addition to Bank's monthly maintenance fee. When Bank assesses the deposit balance fee or the recoupment fee, the amount of each fee will appear on the client analysis statement for Customer's account(s). For more information on the deposit balance fee and the recoupment fee, see Bank's Commercial Account Agreement. Bank reserves the right to change these fees at any time without notice.

8. **Additional Provisions Applicable to Wells Fargo Stagecoach Sweep® Repurchase Agreement Option.**

THE RATE OF RETURN ON THE REPURCHASE AGREEMENT INVESTMENT IS NOT THE SAME AS THE RATE OF RETURN ON THE UNDERLYING GOVERNMENT SECURITIES. GENERAL BANKING ASSETS MAY BE USED TO SATISFY BANK'S REPURCHASE OBLIGATIONS TO CUSTOMER.

INVESTMENTS IN REPURCHASE AGREEMENTS ARE NOT DEPOSITS, ARE NOT INSURED BY THE FEDERAL DEPOSIT INSURANCE CORPORATION AND ARE NOT GUARANTEED BY THE UNITED STATES GOVERNMENT OR ANY AGENCY OF IT, OR BY BANK, NOR IS BANK'S OBLIGATION TO REPURCHASE CUSTOMER'S FRACTIONAL INTEREST IN ANY SECURITIES ACQUIRED UNDER REPURCHASE AGREEMENTS.

THE REPO SECURITIES MAY OR MAY NOT BE GUARANTEED BY THE UNITED STATES GOVERNMENT BUT ANY SUCH GUARANTY DOES NOT FLOW TO CUSTOMER. ALL SECURITIES CARRY INVESTMENT RISK AND MAY LOSE VALUE.

a. Purchases and sales. Subject to the limitations described in Section 8b, on each Business Day on which there is a Transferable Balance Bank will sell to Customer an interest ("Fractional Interest") in a pool of securities used by Bank as repurchase agreement collateral ("Repo Securities"), which will be described in a written confirmation to Customer (see Section 8g). Each sale by Bank to Customer is a "Transaction".

   Subject to Section 8b regarding purchase increments, the price of Customer's Fractional Interest ("Purchase Price") will equal the Transferable Balance. The Fractional Interest equals a fraction having the Transferable Balance as its numerator and the market value of the Repo Securities owned by Bank on the purchase date as its denominator. At the beginning of the first Business Day following the sale to Customer of a Fractional Interest, Bank will repurchase that Fractional Interest from Customer at (a) the Purchase Price thereof, regardless of any fluctuation in the market value of the Repo Securities, payable immediately, plus (b) a rate of return equal to 1/360 of the Pricing Rate, payable at the time agreed by Customer and Bank. The "Pricing Rate" is a variable rate determined by Bank from time to time in its sole discretion and will be reflected in the confirmation sent to Customer. For advance information regarding the Pricing Rate on any given Business Day, Customer may contact its relationship manager at Bank.

   The Service will be governed by all applicable federal and state laws and regulations, including without limitation any requirements applicable to "public funds". Customer represents and warrants to Bank that Customer (i) is authorized pursuant to its governing documents and applicable law to enter into repurchase agreements; (ii) is authorized pursuant to its governing documents and applicable law to invest in the type of securities designated by Bank in connection with Customer's repurchase agreement transactions; and (iii) has obtained all necessary approvals required by its governing documents and applicable law, including but not limited to resolutions of Customer's governing body to enroll in this Repurchase Agreement option.

b. Purchase increments. To avoid odd lot purchases of Repo Securities, Bank may require that Transferable Balances be used to purchase Customer's Fractional Interest in increments of $100 (with any unused Transferable Balance remaining in the Account).

c. Holding of securities. On the date that Bank repurchases Customer's Fractional Interest, any Repo Securities designated to Customer as collateral will be released to Bank's account. Bank acts as Customer's agent and in the event of default (i.e., Bank failure), Customer has the right to direct Bank to sell the Repo Securities and apply the proceeds in satisfaction of Bank's obligations to Customer under this Repurchase Agreement Option.

d. Right of substitution. Bank will not have any right of substitution with respect to the Repo Securities.

e. Margin. Because all repurchase transactions under the Investment Sweep Option are overnight securities transactions backed by the federal government or federal agency securities in which Bank has an interest, Bank will not be required to maintain margin (instead, Customer will have the security interest described in Section 1Ob). In addition, because Customer will purchase its Fractional Interest from Bank using the Transferable Balance, and only if a Transferable Balance is available on any given Business Day to execute such transaction, Customer will not be required to maintain margin.

f. Pledge of securities. Although the Repo Securities may be guaranteed as to principal and interest by the federal government or by the issuing federal agency, any such guarantee runs only to Bank by virtue of its direct ownership of the Repo Securities and does not extend to Customer as a Fractional Interest holder. To collateralize Bank's repurchase obligation, a security interest in certain Repo Securities is transferred to Customer. This security interest is described in Section 1Ob. In addition, the market value of the Repo Securities may fluctuate rendering liquidation insufficient to fulfill the Bank's entire obligation to Customer in a default situation. If the liquidation value of the Repo Securities is insufficient for full reimbursement, or if another creditor successfully claims rights to the securities, then Customer will have to look to other assets of Bank as an unsecured general creditor for repayment of any uncovered portion of the repurchase obligation.

g. Confirmations and statements. Bank will make a daily confirmation available to Customer showing Customer's principal sweep amount, purchase date, repurchase date, Fractional Interest, market price and the CUSIP number(s) of the Repo Securities, and accrued rate of return credited for the preceding Business Day. The confirmation, together with the Service Documentation, will constitute conclusive evidence of the terms agreed between Customer and Bank with respect to the transaction to which the confirmation relates, unless with respect to the confirmation specific objection is made promptly after receipt thereof. In the event of a conflict between a term of the confirmation and the Service Documentation, the confirmation will control. Bank will also make a periodic statement available to Customer showing the Account balance for each day in, and the amount of interest earned for, the statement period.

h. Additional disclosures.

i. Customer and Bank recognize that each Transaction is a "repurchase agreement" as that term is defined in Section 101 of Title 11 of the United States Code, as amended (except insofar as the type of Securities subject to such Transaction or the term of such Transaction would render such definition inapplicable), and a "securities contract" as that term is defined in Section 741 of Title 11 of the United States Code, as amended (except insofar as the type of assets subject to such Transaction would render such definition inapplicable).

ii. It is understood that either party's right to liquidate Repo Securities held for in connection with Transactions hereunder or to exercise any other remedies hereunder is a contractual right to liquidate such Transaction as described in Sections 555 and 559 of Title 11 of the United States Code, as amended

iii. Customer and Bank agree and acknowledge that if a party hereto is an "insured depository institution," as such term is defined in the Federal Deposit Insurance Act, as amended ("FDIA"), then each Transaction hereunder is a "qualified financial contract," as that term is defined in FDIA and any rules, orders or policy statements thereunder (except insofar as the type of assets subject to such Transaction would render such definition inapplicable).

iv. In the case of Transactions in which one of the parties is a broker or dealer registered with the Securities and Exchange Commission ("SEC") under Section 15 of the Securities Exchange Act of 1934 ("1934 Act"), the Securities Investor Protection Corporation has taken the position that the provisions of the Securities Investor Protection Act of 1970 ("SIPA") do not protect the other party with respect to any Transaction hereunder.

v. In the case of Transactions in which one of the parties is a government securities broker or a government securities dealer registered with the SEC under Section 15C of the 1934 Act, SIPA will not provide protection to the other party with respect to any Transaction hereunder.

vi. In the case of Transactions in which one of the parties is a financial institution, funds held by the financial institution pursuant to a Transaction hereunder are not a deposit and therefore are not insured by the Federal Deposit Insurance Corporation or the National Credit Union Share Insurance Fund, as applicable.

9. **Additional provisions applicable to Wells Fargo Stagecoach Sweep®, Money Market Mutual Fund Option.**

MONEY MARKET MUTUAL FUNDS (EACH, A “MMMF”) ARE NOT FDIC INSURED, HAVE NO BANK GUARANTY AND MAY LOSE VALUE.

AN INVESTMENT IN A MMMF IS NOT INSURED BY THE FEDERAL DEPOSIT INSURANCE CORPORATION OR ANY OTHER GOVERNMENT AGENCY. ALTHOUGH

MMMFs SEEK TO PRESERVE THE VALUE OF CUSTOMER'S INVESTMENT AT $1.00 PER SHARE, IT IS POSSIBLE TO LOSE MONEY BY INVESTING IN A MMMF.

FOR MORE INFORMATION REGARDING ALLSPRING FUNDSINCLUDING THE MMMF OPTION CUSTOMER SELECTED, OBTAIN A CURRENT PROSPECTUS BY CALLING 1-800-260-5969, OR BY VISITING www.allspringglobal.com. CONSIDER THE INVESTMENT OBJECTIVES, RISKS, CHARGES AND EXPENSES OF THE INVESTMENT CAREFULLY BEFORE INVESTING. THIS AND OTHER INFORMATION ABOUT ALLSPRING FUNDS CAN BE FOUND IN A CURRENT PROSPECTUS. PLEASE READ IT CAREFULLY BEFORE INVESTING.

ALLSPRING FUNDS MANAGEMENT, LLC, A WHOLLY OWNED SUBSIDIARY OF ALLSPRING GLOBAL INVESTMENTS HOLDINGS, LLC ("ALLSPRING GLOBAL"), PROVIDES INVESTMENT ADVISORY AND ADMINISTRATIVE SERVICES FOR THE ALLSPRING FUNDS. OTHER SUBSIDIARIES OF ALLSPRING GLOBAL PROVIDE SUB-ADVISORY AND OTHER SERVICES FOR THE FUNDS. THE FUNDS ARE DISTRIBUTED BY ALLSPRING FUNDS DISTRIBUTOR, LLC, MEMBER FINRA/SIPC, A SUBSIDIARY OF ALLSPRING GLOBAL.

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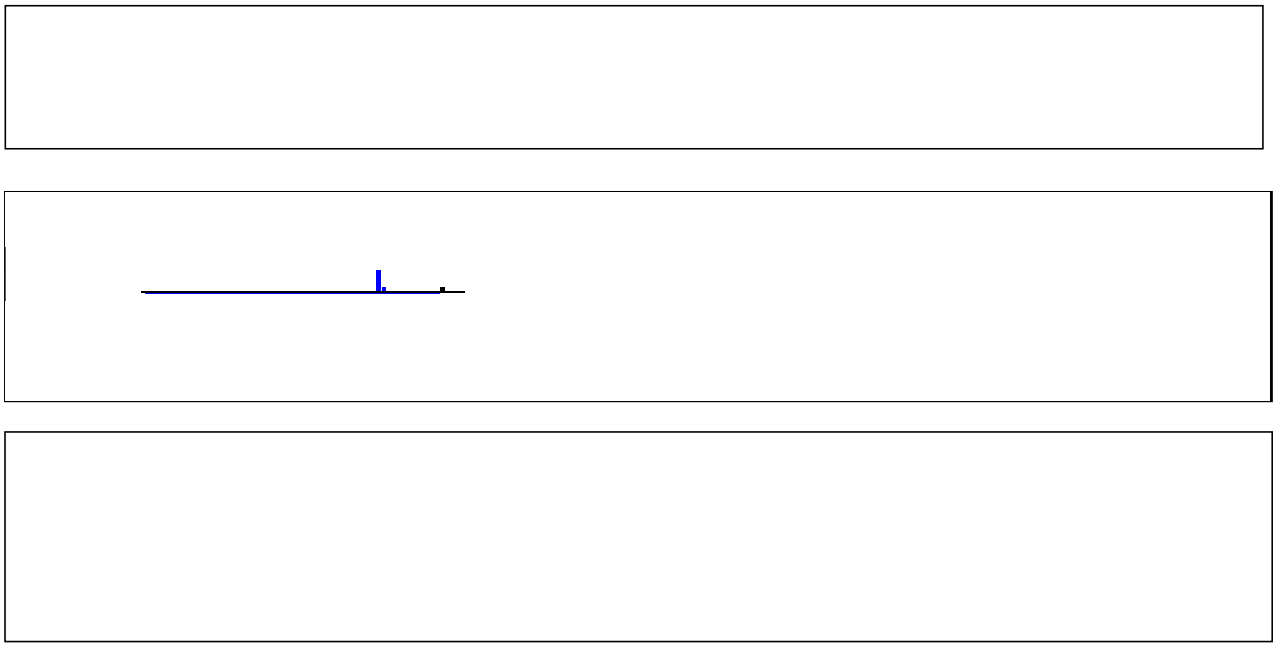

a. General. If Customer has elected the MMMF Investment Sweep Option, then it acknowledges receiving a copy of the prospectus relating to MMMF shares that will be purchased using this Investment Sweep Option. This prospectus forms part of the Service Documentation and will control over the other Service Documentation with respect to the MMMF shares.

b. Purchase of shares. Bank will transfer funds to purchase shares of the MMMF at their net asset value ("NAV") as determined on the Business Day following the transfer of Customer's Transferable Balance to the omnibus deposit account at Bank. Customer's shares of the MMMF ("Investment Balance") will be held in Bank's name, as agent on behalf of all of its customers invested in the MMMF, in an omnibus investment account at the custodian for the MMMF. Customer's funds held in the omnibus deposit account at Bank are eligible for FDIC insurance; Customer's Investment Balance is not FDIC insured.

c. Statements. Bank will make a periodic statement available to Customer showing the Investment Balance and Customer's purchases and redemptions of MMMF shares during the statement period. Customer may also telephone Bank at its customer service number (1-800-289-3557) to determine the Investment Balance as of the close of the previous Business Day.

d. Termination, suspension of Service. Customer's investment in the MMMF shares will be credited by Bank to the Account within three Business Days from Bank's (i) receipt of a notice from Customer to Bank terminating the Service or (ii) suspension of the Service, on the closing price of the Business Day on which Customer's MMMF shares are sold. Accrued dividends attributable to the period when the Investment Sweep Option was in effect will be paid no later than the fifth Business Day of the month following the last month that the Investment Sweep Option was in effect.

e. **Shareholder communications.** All shareholder communications with respect to the MMMF will be forwarded to Customer's current address as shown on Bank's records.

f. Dividend accruals. Daily dividend accruals are based on the Investment Balance at the end of each day. If Customer's Account is credited for a MMMF redemption on a day preceding a non-Business Day, the redemption amount will be subtracted from the Investment Balance before the non-Business Day dividend accruals are calculated.

10. **FDIC disclosures.**

FDIC regulations require all insured depository institutions to disclose in writing to sweep account customers whether funds in a sweep account are deposits within the meaning of 12 U.S.C. 1813(1) and, if the funds are not deposits, the status such funds would have if the depository institution failed.

a. Wells Fargo Stagecoach Sweep® Preferred Option. Funds held on Customer's behalf in Bank's Preferred Option Account are deposits and are eligible for FDIC insurance under applicable FDIC insurance rules and limits.

b. Wells Fargo Stagecoach Sweep® Repurchase Agreement Option. Customer's Fractional Interest is not a deposit. The Repurchase Agreement Option meets the FDIC's requirements for a properly executed repurchase agreement. If Bank were to fail, Customer's funds used to purchase Customer's Fractional Interest would not be eligible for FDIC insurance. The FDIC would treat Customer as a secured creditor to the extent of the then-current value of Customer's Fractional Interest and as an unsecured general creditor to the extent the Purchase Price exceeded the then-current value of Customer's Fractional Interest.

Wells Fargo Stagecoach Sweep® Money Market Mutual Fund Option. Funds held on Customer's behalf in the omnibus deposit account are deposits and are eligible for FDIC insurance under applicable FDIC insurance rules and limits. Customer's MMMF shares held in the omnibus investment account at the custodian of the MMMF are not deposits and will not be eligible for FDIC insurance. Customer is the owner of its MMMF shares.

c. Wells Fargo Stagecoach Sweep® Money Market Mutual Fund Option. Funds held on Customer's behalf in the omnibus deposit account are deposits and are eligible for FDIC insurance under applicable FDIC insurance rules and limits. Customer's MMMF shares held in the omnibus investment account at the custodian of the MMMF are not deposits and will not be eligible for FDIC insurance. Customer is the owner of its MMMF shares.

Treasury Management Product Enrollment

Customer Information

Customer name _____ *CEO* Company ID _____

Street address _____

City _____ State _____ ZIP _____

Country name _____ Country Code (if applicable) _____

Primary contact _____ Phone _____

Email address _____ Fax _____

CEO® Users Set-up

User name	User ID (if existing)

Select one or more *CEO* Products for the user(s) listed above:

Treasury Management Products Not in Administration:

- D Autolink
- D Bill Manager
- D Electronic Document Delivery
- D Invoice Manager
- D Receivables Manager
- D Retail Lockbox Image Archive
- D Reverse Positive Pay
- D Sweep and Fed Funds - Statements and Confirmation
- D Wells Fargo Business Online

Treasury Management Products in Administration:

- D ACH Payments1 User
- D ACH Payments1Administrator
- 0 ACH Fraud Filter
- D Alerts
- D ARP Register Maintenance
- D Basic Banking
- D Canadian Treasury Services
- D Cash Concentration
- D Cash Vault
- D Change Orders
- D Change Orders Inquiry
- D Supply Order (specify):
- D Centralized Disbursements
- D Centralized Disbursements - Clients
- D Claims Payments
- D Deposit Inquiry
- D Deposit Maintenance
- D Desktop Deposit
- D E-Box Decisioning
- D Fed Funds
- D Image
- D Image Positive Pay

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D Item Detail Inquiry Service
D Lockbox Correspondence
D Payment Manager File Validation Tool
D SAFE Transmission
D Supplier Payments
D Treasury Information Reporting

D **Lockbox**
D **Payment Manager Online**
D **Returned Items**
D **Statements and Notices2**
D **Transaction Search**
0 **WellsTAX®.**

Accounts: _____

ACH IDs (File ID/Company ID): _____

1 This only covers giving users access *to the high level product in the CEO and the ACH application. Additional approval* is *required to set up detailed product entitlement within the ACH application.*

2 Includes the following: Client Analysis Statements, Commercial Checking/Savings Account Statements, Deposit Adjustment Notices, Merchant Notices, Multi Currency Account Statements and Stop Notices

Internal Bank use only

Does the customer have Administration, or is it included in the current request? D Yes D No

CEO® Users Set-up

User Name	User ID (if existing)

Select one or more *CEO* Products for the user(s) listed above:

D **ACH Payments' User** D **ACH Payments' Administrator** D **ACH Fraud Filter** D **Cards'** D **Payment Manager Online**

D **Other Treasury Management Products not in Administration'**

D **Cash Vault (specify):** D **Deposit Inquiry** D **Change Orders Inquiry** D **Change Orders** D **Supply Order**

Accounts: _____

ACH IDs (File ID/Company ID): _____

1 This only covers giving users access *to the high level product in the CEO and the ACH application. Additional approval* is *required to set up detailed product entitlement within the ACH application.*

2 Recognition Card.

3 Auto/ink, Bill Manager, Document Retrieval, Electronic Document Delivery, Invoice Manager, Payment and Delivery Preferences, Receivables Manager, Retail Lockbox Image Archive, Reverse Positive Pay, Sweep & Fed Funds - Statements & Confirmations, & Wells Fargo Business Online (Single Sign *On).*

4 Alerts, ARP Register Maintenance, Basic Banking, Canadian Treasury Services, Cash Concentration, Centralized Disbursements, Centralized Disbursements- Clients, Claims Payments, Deposit Maintenance (Smart Decision), Desktop Deposit, E-Box Decisioning, Fed Funds, Image, Image Positive Pay, Item Detail Inquiry Service, Lockbox, Lockbox Correspondence, Payment Manager File Validation Tool, Returned Items, SAFE Transmission, Statements & Notices (Client Analysis Statements, Commercial Checking/Savings Account Statements, Deposit Adjustment Notices, Merchant Notices, Multi Currency Account Statements and Stop Notices}, Supplier Payments, Transaction Search, Treasury Information Reporting, & WellsTAX®.

INTERNAL BANK USE ONLY

Does the customer have Administration, or is it included in the current request? ☐Yes D No

RSA SecurID Token Request Set-up

Please complete the information below to manage RSA SecurID Tokens for Company and Users

RSA Secur/0 tokens are mailed to Company Administrators. If the Company Administrator's mailing address is different than the address listed above in the Customer Information section, please indicate the correct mailing address below:

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Company Administrator name _____ **Phone number** _____

Street Address (tokens cannot be shipped to post office boxes): _____ **City** _____

State _____ **ZIP** _____

For new users

- *New token:* To order a token for the first time for a user.
- *Assign token:* To assign a token to a new user from the supply of tokens accumulated in your Company Token Pool.

For users who have a token today (to request changes for existing users):

- *Replace token:* To order a replacement token for an existing user if there are no tokens available in the Company Token Pool.
- *Assign token:* To assign a token to a new user from the supply of tokens available in your Company Token Pool.
- *Un-assign token:* To remove a token from a user and return the token to you Company Token Pool for reassignment. Please begin collecting and securely retaining unassigned tokens instead of discarding them.
- *Delete token:* To delete a token completely. This option will remove the token from a user and your Company Token Pool. Once a token is deleted, it can no longer be reused and should be discarded. Follow your locale-waste disposal regulations to dispose of old tokens.

User Name# 1 _____ User ID (for existing *CEO®* users) _____

Token Serial#* _____ ACH Payments Admin D Yes 0 No

New User D New token D Assign token*

Existing User (Select one box only) D Replace token D Assign token* D Un-Assign token* D Delete token*

CEO® Administration Set-up

Type of Request - Select request type with corresponding start date.

D New D Change (Make selections only for options that should change) Start Date: _____

Company Administrator - Complete applicable fields.

Company Administrators automatically gain access to all Administration functions. If selecting Administrator you will need to specify the detailed Administration functionality that should be entitled.

A minimum of two (2) Company Administrators is required for Dual Custody.

Each Administrator will be sent a token (unless one has been assigned already) and will be authorized as an administrator for all or specific company authorized *Commercial Electronic Office®(CEO®)* portal services.

Company Administrator Name	Email address	Token Serial Number (If reassigning existing token from token pool)	User ID (if existing)

Administrators

You will need to specify the detailed Administration functionality that should be entitled to an Administrator level user.

Each Administrator will be sent a token (unless one has been assigned already) and will be authorized as an administrator for all or specific company authorized *Commercial Electronic Office®(CEO®)* portal services.

Administrator#1 Detailed Setup - Complete applicable fields

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Administrator name	Email address	Token Serial Number (If reassigning existing token from token pool)	User ID (if existing)

User Administration Options

D User Maintenance D Administrator Maintenance D Reset Password

If granting User Maintenance or Reset Password which users can the Administrator view and manage?

D All Users D Specific Users

List User names or User IDs _____

If granting User Maintenance which CEO Services can the user administer?

D All *CEO* Services D Specific *CEO* Services

CEO Services: _____

If granting User Maintenance which Accounts can the user administer?

D All Accounts D Specific Accounts

Accounts: _____

If granting User Maintenance which ACH IDs can the user administer?

0 All ACH IDs O Specific ACH IDs

ACH IDs: _____

WellsOne® Commercial Card use only

D All Divisions D Specific Divisions

List Divisions that can be administered.

_____

Company Administration Options

D Manage User Defined Lists

D All User List D Specific User List:

Specify User List(s) that can be administered.

_____

D All Account List D Specific Account List:

Specify Account List(s) that can be administered.

_____

D Manage Company Dual Custody settings D Manage Account nicknames D Manage ACH Custom names

D Access to Administration Reports D Manage tokens

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Company Service Options

D Manage Company Alerts settings

D Manage Company Wires settings

D Manage Company Statement & Notices settings

Custody Option

Single Custody - Non-Standard Administration Procedure - Customer has declined to use dual custody, which is part of Bank's standard CEO®Administration procedures. With dual custody, an authenticated second user approves select high-risk activities. Customer has instead elected to use single custody. Customer acknowledges the significantly reduced security, and recognizes the risks and losses that may materialize as a result of its decision to use single custody.

Dual Custody - Bank's standard CEO Administration procedures also include dual custody for select, high-risk activities. With dual custody, an authenticated second user approves these activities. There is no additional charge for dual custody.

Forced Dual Custody - By selecting this option, you agree that Wells Fargo will control the dual custody settings for all products and transactions initiated in the CEO Administration service. You will not be able to change the dual custody settings in Administration, as these may only be modified by contacting your bank representative.

Customized Forced Dual Custody - By selecting this option, you agree to work with your banker to customize your dual custody preferences and select the Administration transactions that will require dual custody. Once these customizations have been established you will not be able to modify or remove them through the CEO Administration service, as they may only be changed by contacting your banker. If you enroll in a new CEO product, it will not automatically be placed in dual custody, unless you contact you bank representative.

Customized Forced Dual Custody Settings - Select the products you would like under dual custody in the CEO Administration service. Only select products for which your company is enrolled. Additionally, specify the CEO Administration service functions you would **like** under dual custody.

Product	Custody setting	
ACH Payments (incl. Domestic and International)	D Forced Dual Custody	D Single Custody
Administration	D Forced Dual Custody	D Single Custody
Alerts	D Forced Dual Custody	D Single Custody
Basic Banking	D Forced Dual Custody	D Single Custody
Canadian Treasury Solutions	D Forced Dual Custody	D Single Custody
Cash Concentration	D Forced Dual Custody	D Single Custody
Centralized Disbursements	D Forced Dual Custody	D Single Custody
Centralized Disbursements - Clients	D Forced Dual Custody	D Single Custody
Claims Payments	D Forced Dual Custody	D Single Custody
Credit Management	D Forced Dual Custody	D Single Custody
Dealer Inventory Finance	D Forced Dual Custody	D Single Custody
Deposit Maintenance	D Forced Dual Custody	D Single Custody
Derivatives Access	D Forced Dual Custody	D Single Custody
Desktop Deposit®	D Forced Dual Custody	D Single Custody
E - Box® Decisioning	D Forced Dual Custody	D Single Custody
Fed Funds	D Forced Dual Custody	D Single Custody
Foreign Exchange	D Forced Dual Custody	D Single Custody

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Product	Custody setting	
Fraud Manager:		
ACH Fraud Filter	D Forced Dual Custody	D Single Custody
ARP Register Maintenance	D Forced Dual Custody	D Single Custody
Image Positive Pay	D Forced Dual Custody	D Single Custody
Image	D Forced Dual Custody	D Single Custody
Institutional Investing - Reporting	D Forced Dual Custody	D Single Custody
Item Detail Inquiry Service	D Forced Dual Custody	D Single Custody
Lockbox	D Forced Dual Custody	D Single Custody
Payment Manager®	D Forced Dual Custody	D Single Custody
Returned Items	D Forced Dual Custody	D Single Custody
SAFE Transmission	D Forced Dual Custody	D Single Custody
Statements & Notices	D Forced Dual Custody	D Single Custody
Supplier Payments	D Forced Dual Custody	D Single Custody
Transaction Search	D Forced Dual Custody	D Single Custody
Treasury Information Reporting	D Forced Dual Custody	D Single Custody
Warehouse Lending Finance	D Forced Dual Custody	D Single Custody
WFED^{8M} - Wells Fargo Electronic Deposit^{8M}	D Forced Dual Custody	D Single Custody
Wells Capital Management	D Forced Dual Custody	D Single Custody
WellsOne®Virtual Card Payments	D Forced Dual Custody	D Single Custody
WellsTAX®Payments	D Forced Dual Custody	D Single Custody
Wells Fargo Business Online®	D Forced Dual Custody	D Single Custody
Wires	D Forced Dual Custody	D Single Custody
Administration settings	Custody settings	
Add/Edit User	D Forced Dual Custody	D Single Custody
Password reset	D Forced Dual Custody	D Single Custody
Hide Secret Question and Answer	D Forced Dual Custody	D Single Custody
Wires limits and authorizations	D Forced Dual Custody	D Single Custody
Desktop Deposit Company preferences	D Forced Dual Custody	D Single Custody

CEO® Wires Set-up

☐ New D Change

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Company Authorization - (For existing *CEO* Wires customers, only complete values in this section if an update is requested. For New requests confirm and update all fields in this section.)

Cumulative Funds Transfer Daily Limit (Default - 0)	Duplicate Check Number Of Days (Default - 10)	Default Wire Fee Assignment (select one)
$ _____		D Shared (Default) D Beneficiary D Originator
Value Date Roll Forward	**File Import (File Import and Payment Manager Import)**	**Get Rate**
OYes D No (Default)	D Yes (Default) D No	D Yes (Default) D No
Additional Approver Limits (Optional)		
D Wires $ _____	D Book Transfer $ _____	D Drawdown $

Complete the following regarding Funds Transfer Information for specific payment types - (For new and existing CEO Wires customers, only complete values in this section if an update is requested. For New requests; at least one (1) Wire Type must be selected).

Wire Type	Services allowed	Number of Verifiers for Templated Wires (default is 1)	Numbers of Verifiers for Freeform Wires (default is 1
Wire Transfers (Domestic, International, and Federal Tax Payment)	OTemplated Only DFreeform Only OTemplated and Freeform	N/A- No Change	N/A- No Change
Drawdown	OTemplated Only DFreeform Only OTemplated and Freeform	N/A- No Change	N/A- No Change
Book Transfer	OTemplated Only DFreeform Only OTemplated and Freeform	N/A- No Change	N/A- No Change
Template Maintenance	Not Applicable	N/A- No Change	Not Applicable

Account Authorization - Account Services Limits

(For existing CEO Wires customers, only complete values in this section if an update is requested. For New customers at least one (1) account in this section is required).

Account number	Cumulative Daily Limit	Associated application
	$	D Wires D Drawdowns D Book Transfers D Template Maintenance
	$	D Wires D Drawdowns D Book Transfers D Template Maintenance
	$	D Wires D Drawdowns D Book Transfers D Template Maintenance

Company Default Settings (optional User Limits)

For companies choosing to utilize Company Default User Settings (Default User Limits); complete all fields to specify optional default limits for users. Enter User information below and select the Use Company Default Limit checkbox.

Application type	Individual Create/ Modify/ Delete Limit	Cumulative Daily Create/ Modify/Delete Limit	Individual Approve/Reject Limit	Cumulative Daily Approve/ Reject Limit
Wire Transfers				
Drawdown				

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Application type	Individual Create/ Modify/ Delete Limit	Cumulative Daily Create/ Modify/Delete Limit	Individual Approve/Reject Limit	Cumulative Daily Approve/ Reject Limit
Book Transfer				
Template Maintenance	———	———	———	———

User # 1 Information - Complete all fields

User name _____ User ID (if *CEO* user) _____

User Settings

(For new and existing CEO Wires customers, only complete values in this section if an update is requested. For New customers without Administration; at least one (1) user in this section is required. Note: For customers in dual custody without Administration at least two (2) users are required). ☐

Get rate	File Import
OYes	OYes

Services	Type Allowed	Individual Create/Modify/ Delete Limit	Individual Approve/Reject Limit	Cumulative Daily Approve/Reject Limit	Additional Approver Limit*	Cumulative Create/Modify/ Delete Limit
Wire Transfer	DTemplated Only DFreeform Only DTemplated and Freeform					
Book Transfers	DTemplated Only DFreeform Only DTemplated and Freeform					
Drawdowns	DTemplated Only DFreeform Only DTemplated and Freeform					

User Account Authorizations - Provide account number and funds transfer service authorization type.

Account Number			Account Number		
Wires	D Create/Modify/Delete	D Approve/Reject	Wires	D Create/Modify/Delete	D Approve/Reject
Book Transfers	D Create/Modify/Delete	D Approve/Reject	Book Transfers	D Create/Modify/Delete	D Approve/Reject
Drawdowns	D Create/Modify/Delete	D Approve/Reject	Drawdowns	D Create/Modify/Delete	D Approve/Reject
Template Maintenance	D Create/Modify/Delete	D Approve/Reject	Template Maintenance	D Create/Modify/Delete	D Approve/Reject

Voice Wires Set-up

Type of request: D New D Update existing information D Delete existing information

Account numbers (list accounts to be debited for each wire transfer)

1) _____ ☐ GIL ☐ DDA

2) _____ ☐ GIL ☐ DDA

3) _____ ☐ GIL ☐ DDA

Advice information (additional fees apply for these services)

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For fax or email notification on intraday wire activity use the InfoFax setup form.

Mail Advice (this paper-based service is no longer available to add) D Delete Mail Advice

Mailing address for PINs (if blank, items will be mailed to address on primary statement mailing address)

Mail PINs to:

Authorized callers (people authorized to initiate wires)

$ **Limit** = Use "N" if unlimited. The limit applies to all functions unless noted otherwise. If no limit is noted we will set the limit as unlimited.

Initiation Type= If no Initiation Type is noted, we will set the individual up for both Repetitive and Non-Repetitive Wire Initiation. Complete by checking appropriate box: R=Repetitive / B=Both Repetitive and Non-Repetitive.

Authorized callers First and Last name	$ Limit	Phone number including area code	Initiation type
			☐R ☐B

Alternate Account to be charged for wire fees

List account only if wire fees are to be assessed to this account. (Alternate account to be charged must be an Analyzed account. Not available to Retail customers.)

☐DOA AU and G/L _____

Optional Verify Callback Service (does not apply to repetitive wires)

Selecting this fee-based service requires a minimum of two persons with wire transfer authority because the initiator of a wire cannot also approve the wire. If the form does not indicate an Authorized Approver other than the initiator, the optional Verify Callback Service cannot be provided.

Authorized Approvers First and Last name	$ Limit	Phone number including area code

Payment Authorization Service

This service is part of, and will be subject to the terms and conditions stated in the Commercial Account Agreement ("Agreement"). This set-up form supersedes any and all prior payment authorization service forms set up on the referenced account numbers.

Termination: The Service(s) may be immediately terminated by you or us at any time with or without cause by giving written notice to the other party.

Type of request - Select request type. (Refer to the reference guide for complete instructions.)

D **Account-specific Request**	D **Add Payment Authorization Service features checked below to all existing Subaccounts listed under the Master Account-** NOTE: Must attach subaccount list. Does not apply to Maximum Check Amount Authorized Payment Service.	D **Blanket Company Level Approval -** Checking this box covers all future accounts and/or subaccounts owned by the specified legal entity. (A separate form must be completed for each legal entity.)

For Account-specific requests, enter individual account number or Master account number. Does not apply to Blanket Company Level Approval and do not list all Subaccounts.

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Maximum Check Amount Authorized Payment Service *(not available in conjunction with Positive Pay or Perfect Presentment)*

Service: Under the Maximum Check Amount Authorized Payment Service (the "Service") we will automatically (without your specific approval) return unpaid (marked "REFER TO MAKER") checks presented to us drawn against your account specified below which exceeds the Maximum Dollar Authorized Payment Amount specified below:

Check one: D Add service D Change amount D Delete service

Maximum Dollar Authorized payment amount: _____

Account Number(s): _____

Maximum Check Cashing Amount Authorized Payment Service *(not available in conjunction with Positive Pay or Perfect Presentment)*

Service: Under the Maximum Check Cashing Amount Authorized Payment Service (the "Service") we will (without your specific approval) refuse encashment of checks presented to us through our branch/store network drawn against your account specified below which exceed the Maximum Check Cash Amount specified below:

Check one: D Add service D Change amount D Delete service

Maximum Dollar Authorized payment amount: _____

Account Number(s): _____

Maximum Over the Counter Amount Authorized Payment Service

Service: Under the Maximum Over the Counter Amount Authorized Payment Service (the "Service") we will (without your specific approval) refuse withdrawal requests presented to us through our branch/store network drawn against your account specified below which exceeds the Maximum Over the Counter Withdrawal Amount specified below

Check one: D Add service D Change amount D Delete service

Maximum Over the Counter Withdrawal: _____

Account Number(s): _____

Checks to Individuals Authorized Payment Service

Service: Under the Checks to Individuals Authorized Payment Service (the "Service") we will (without your specific approval) refuse encashment of checks presented to us through our branch/store network drawn against your account specified below for any item made payable to an individual.

Check one: D Add service D Delete service

Account number(s): _____

Customer Legal Entity information

The enrollment contains ACH, Wire, or Sweep services the following Customer Entities:

Customer Legal Entity name(s)	Entity ID type	Entity ID
	Select One	

Designation of Wells Fargo *Stagecoach Sweep*® Option

Customer DDA(s)

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Statements and/or Confirmations will be sent to Customer by electronic means unless otherwise requested by Customer. Electronic means include Bank's Commercial Electronic Office®, facsimile and/or Secure E-Mail.

The Wells Fargo Stagecoach Sweep® Service Description can be viewed by pasting this link into an internet browser window: https://wellsoffice.wellsfargo.com/ceopub/assets/pdf/stgcoach-swp/Stagecoach_Sweep_Service_Description.pdf

Investment Sweep

Customer elects the Wells Fargo *Stagecoach Sweep* Preferred Option.

0 Add D Change

Target Balance*: _____

*Note: this is the target balance at the time of form completion and does not reflect any subsequent update requests.

Customer elects the Wells Fargo *Stagecoach Sweep* Repurchase Agreement Option with secondary Wells Fargo *Stagecoach Sweep,* Preferred Option.

0 Add D Change

Target Balance*: _____

*Note: this is the target balance at the time of form completion and does not reflect any subsequent update requests.

Customer elects the Wells Fargo *Stagecoach Sweep* Repurchase Agreement Option.

0 Add D Change

Target Balance*: _____

*Note: this is the target balance at the time of form completion and does not reflect any subsequent update requests.

Customer elects the Wells Fargo *Stagecoach Sweep* Fed Funds Purchased Agreement Option. (Correspondent Bank Only)

0 Add D Change

Target Balance*: _____

*Note: this is the target balance at the time of form completion and does not reflect any subsequent update requests.

Customer elects the Wells Fargo *Stagecoach Sweep* Fed Funds Sold Agreement Option. (Correspondent Bank Only)

0 Add D Change

Target Balance*: _____

*Note: this is the target balance at the time of form completion and does not reflect any subsequent update requests.

Customer elects the Wells Fargo *Stagecoach Sweep* Fed Funds Purchased and Sold Agreement Option. (Correspondent Bank only)

0 Add O Change

Target Balance*: _____

*Note: this is the target balance at the time of form completion and does not reflect any subsequent update requests.

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Money Market Mutual Fund Sweep

Customer elects the Allspring Treasury Plus Money Market Fund - Class A - Fund 453 Option.

0 Add O Change

Target Balance: _____

Customer elects the Allspring Treasury Plus MMMF- Service Class - Fund 454 Option.

0 Add O Change

Target Balance: _____

Customer elects the Allspring 100% Treasury Money Market Fund - Service Class - Fund 8 Option.

0 Add O Change

Target Balance: _____

Customer elects the Allspring Government MMMF Admin Class - Fund 947 Option.

0 Add O Change

Target Balance: _____

Customer elects the Allspring Government MMMF Institutional - Fund 1751 Option.

0 Add O Change

Target Balance: _____

Customer elects the Allspring Government MMMF Select Class - Fund 3802 Option.

0 Add O Change

Target Balance: _____

Customer elects the Allspring Treasury Plus MMMF Institutional - Fund 793 Option.

0 Add O Change

Target Balance: _____

Credit Sweep

Customer elects Bank's Credit Sweep Option.

0 Add O Change

Target Balance: _____

Obligor # (if applicable): _____

Loan# (Obligation): _____

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Wire Transfer Services - Security Procedure Elections

For detail on the Security Procedure for an applicable initiation method, refer to the language in the Treasury Management Security Procedures Reference Guide. The Initiation Method(s) and Security Procedure(s) Customer has elected for Wire Transfers are:

Commercial Electronic Office® (CEO®)

Dual Custody

The CEO portal is our electronic banking portal that is accessed through the internet. The CEO portal security procedures are log-on credentials specified by us including a company ID, user ID, password, token, and any other authentication or authorization process we require from time to time. We will use the CEO security procedures to authenticate each Payment Order received through the CEO portal in your name. Our recommended CEO security procedures also include dual custody for select, high-risk wire activities. With dual custody, an authenticated second user approves these activities. There is no additional charge for dual custody.

Single Custody

The CEO portal is Bank's electronic banking portal that is accessed through the Internet. The CEO security procedures are log-on credentials specified by Bank including a company ID, user ID, password, token, and any other authentication or authorization process Bank requires from time to time. Our recommended CEO security procedures include dual custody for select, high-risk wire activities. With dual custody, an authenticated second user approvers these activities. There is no additional charge for dual custody.

When you decline to use dual custody and elect to use single custody with Secure Validation, there is no secondary approval for any high-risk wire transfer activities. Instead, a single-use code is sent to an enrolled telephone number to confirm a high-risk wire transfer activity. Single custody with Secure Validation provides a lower level of protection than dual custody. You acknowledge the reduced security associated with, and recognize the risks and losses that may materialize from, your decision to use single custody with Secure Validation.

Payment Manager®

Secure Application File Exchange Transmission ("SAFE-T")

This transmission platform offers a variety of transmission protocols including hypertext transfer protocol secured (https), FTP over SSL (FTP/S), secure FTP (S-FTP), and Applicability Statement 2 (AS2) that we use to authenticate each Payment Order transmitted to us in your name.

Machine-to-Machine ("M2M")

This transmission method uses an XML message interface that is based on the Interactive Financial exchange (IFX) message standard using SOAP structured messages. Data is communicated via the internet using 128-bit encryption and Secure Socket Layers (SSL). We use digital certificates to authenticate each Payment Order transmitted to us in your name.

IBM® Connect:Direct® with Secure Plus+

Secure Plus+ is an add-on to Connect Direct® to enhance security by means of Secure Socket Layer ("SSL") or Transport Layer Security ("TLS"). Connect Direct® is a registered trademark of Sterling Commerce, Inc., an IBM Customer.

Value-Added Network ("VAN")

With this transmission method, a third party serves as an intermediary for transmitting data between you and us. Procedures for transmitting Payment Orders may vary by VAN. We follow the procedures of the VAN selected by you to authenticate each Payment Order transmitted to us through the VAN in your name.

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Wells Fargo Gateway (API)

Through The Wells Fargo Gateway, you (i) access our Application Programming Interface ("API") to securely request that we execute Payment Orders your behalf, and (ii) receive periodic updates from us as we process Payment Orders for you. The Wells Fargo Gateway uses tokenized transmission methods for direct communication between your internal payment system(s) and our payment system.

The Wells Fargo Gateway security procedures require digital authentication of you and us using tokens, API keys, mutual authentication of digital certificates and any other authentication or authorization process we may require from time to time. Your tokens, API keys, digital certificates, and your instruction to us do not identify an individual user initiating any request through the Wells Fargo Gateway. We validate only that you are authorized to issue Payment Orders and receive periodic updates via the Wells Fargo Gateway, not whether a particular user is authorized to initiate the request.

Voice

Our voice initiation security procedure consists of confirming that the personal identification number ("PIN") accompanying a Payment Order corresponds with a valid PIN assigned to you for voice-initiated Payment Orders. "Payment Order" is defined in the Wire Transfer Service Description.

i. **Telephone Verification Service.** If we receive a voice-initiated, non-repetitive Payment Order that exceeds the applicable pre-designated limit, we will make one attempt to telephone person(s) designated by you on your most current setup form in our records to verify the Payment Order. If we are unable to complete the call, we will not process the Payment Order.

SWIFT®

SWIFT has established procedures for controlling access to SWIFT messaging services (each, an "Access Control") that may include without limitation access codes, message authentication codes, secure card readers, digital signatures, and Hardware Security Modules. In addition, SWIFT authenticates certain messages including without limitation Payment Orders based on SWIFT message type prior to accepting them for routing as SWIFT messages (each, an "Authenticated Message"). This authentication may include confirming that the sender and recipient of the message have exchanged bilateral keys ("BKE"), entered into a relationship management application ("RMA") agreement, or taken other steps to secure the transmission of SWIFT messages between them as SWIFT requires from time to time (each, an "Authentication Procedure").

ACH Origination Services - Security Procedure Elections

For detail on the Security Procedure for an applicable initiation method, refer to the language in the Treasury Management Security Procedures Reference Guide. The Initiation Method(s) and Security Procedure(s) Customer has elected for ACH are:

Commercial Electronic Office® (CEO®) - Dual Custody

The CEO portal is our electronic banking portal that is accessed through the internet. The CEO portal security procedures are log-on credentials specified by us including a company ID, user ID, password, token, and any other authentication or authorization process we require from time to time. Our recommended CEO security procedures also include dual custody for select, high-risk ACH activities. With dual custody, an authenticated second user approves these activities. There is no additional charge for dual custody.

Dual Custody with User Approve Own Entitlements

The CEO portal is Bank's electronic banking portal that is accessed through the Internet. The CEO security procedures are log-on credentials specified by Bank including a company ID, user ID, password, token, and any other authentication or authorization process Bank requires from time to time. Our recommended CEO security procedures include dual custody for select, high-risk ACH activities. With dual custody, an authenticated second user approves these activities. There is no additional charge for dual custody.

When you declines to use full dual custody and elects to use dual custody at a company level with an option that allows designated users to use single custody, the security procedure would be as follows: With dual custody with "User Approve Own Entitlements," designated users are permitted to use single custody. For these designated users, there is no secondary approval for any high-risk ACH activities. You acknowledge the reduced security associated with, and recognize the risks and losses that may materialize from, your decision to not use full dual custody with all users and instead permit designated users to use single custody under "User Approve Own Entitlements."

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Commercial Electronic Office® (CEO®) - Single Custody

The CEO portal is Bank's electronic banking portal that is accessed through the Internet. The CEO security procedures are log-on credentials specified by Bank including a company ID, user ID, password, token, and any other authentication or authorization process Bank requires from time to time. Our recommended CEO security procedures include dual custody for select, high-risk ACH activities. With dual custody, an authenticated second user approves these activities. There is no additional charge for dual custody.

When you decline to use dual custody and elect to use single custody with Secure Validation, there is no secondary approval for any high-risk ACH activities. Instead, a single-use code is sent to an enrolled telephone number to confirm a high-risk ACH activity. Single custody with Secure Validation provides a lower level of protection than dual custody. You acknowledge the reduced security associated with, and recognize the risks and losses that may materialize from, your decision to use single custody with Secure Validation.

Direct Origination - Secure Application File Exchange Transmission ("SAFE-T")

This transmission platform offers a variety of transmission protocols including hypertext transfer protocol secured (https), FTP over SSL (FTP/S), secure FTP (S-FTP), and Applicability Statement 2 (AS2).

Direct Origination - IBM® Connect:Direct® with Secure Plus+

Secure Plus+ is an add-on to Connect Direct to enhance security by means of Secure Socket Layer ("SSL") or Transport Layer Security ("TLS"). Connect Direct® is a registered trademark of Sterling Commerce, Inc. an IBM Company.

Direct Origination - SWIFT® FileAct

SWIFT has established procedures for controlling access to SWIFT messaging services that may include access codes, message authentication codes, secure card readers, digital signatures, and Hardware Security Modules. In addition, SWIFT authenticates certain messages including without limitation Files based on SWIFT message type prior to accepting them for routing as SWIFT messages. This authentication may include confirming the sender and recipient of the message have exchanged bilateral keys ("BKE"), entered into a relationship management application ("RMA") agreement, or taken other steps to secure the transmission of SWIFT messages between them as SWIFT requires from time to time.

Direct Origination - E-Bill Express

Wells Fargo Gateway (API)®

Through the Wells Fargo Gateway, you access our Application Programming Interface ("API") to securely request that we originate ACH credit and/or debit Entries on your behalf, and receive periodic updates from us as we process ACH Entries for you. "Entry", "Entries" and "Files" are each defined in the Nacha Operating Rules (and any applicable local ACH rules).

The Wells Fargo Gateway uses tokenized transmission methods for direct communication between your internal payment system(s) and our payment system. The Wells Fargo Gateway security procedures require digital authentication of you and us using tokens, API keys, mutual authentication of digital certificates and any other authentication or authorization process we may require from time to time. Your tokens, API keys, digital certificates, and your instruction to us do not identify an individual user initiating any request through the Wells Fargo Gateway. We validate only that you are authorized to request ACH origination and receive periodic updates via the Wells Fargo Gateway, not whether a particular user is authorized to initiate the request.

Payment Manager®- Secure Application File Exchange Transmission ("SAFE-T")

This transmission platform offers a variety of transmission protocols including hypertext transfer protocol secured (https), FTP over SSL (FTP/S), secure FTP (S-FTP), and Applicability Statement 2 (AS2).

Payment Manager® - Machine-to-Machine ("M2M")

This transmission method may use an XML message interface that is based on the Interactive Financial eXchange (IFX) message standard using SOAP structured messages or other formats and protocols such as JSON and REST. Data is communicated via the internet using 128-bit encryption and Secure Socket Layers (SSL).

Payment Manager® - IBM® Connect:Direct® with Secure Plus+

Secure Plus+ is an add-on to Connect Direct to enhance security by means of Secure Socket Layer ("SSL") or Transport Layer Security ("TLS"). Connect Direct® is a registered trademark of Sterling Commerce, Inc. an IBM company.

Payment Manager® - Value-Added Network ("VAN")

With this transmission method, a third party serves as an intermediary for transmitting data between you and us. Procedures for transmitting Payment Orders may vary by VAN. We follow the procedures of the VAN selected by you to authenticate each File transmitted to us through the VAN in your name.

Payment Manager® - SWIFT FileAct

SWIFT has established procedures for controlling access to SWIFT messaging services that may include access codes, message authentication codes, secure card readers, digital signatures, and Hardware Security Modules. In addition, SWIFT authenticates certain messages including without limitation Files based on SWIFT message type prior to accepting them for routing as SWIFT messages. This authentication may include confirming the sender and recipient of the message have exchanged bilateral keys ("BKE"), entered into a relationship management application ("RMA") agreement, or taken other steps to secure the transmission of SWIFT messages between them as SWIFT requires from time to time.

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Third Party Service Provider
If you are utilizing a Third Party Service Provider ("TPSP") as defined in the ACH Rules to originate Entries and Files on your behalf, we will authenticate each File transmitted to us in your name in accordance with the security procedure your TPSP has elected. You will notify us of any change to your TPSP in a manner affording us a reasonable opportunity to act on the information.

Third Party Service Provider: _____

Contact Person: _____

Telephone: _____ Fax: _____

RTP Services

The Initiation Method(s) and Security Procedure(s) Customer has elected for RTP are:

Wells Fargo Gateway (API)®
Through The Wells Fargo Gateway, you access our Application Programming Interface ("API") to securely (i) request that we execute RTP Payment Orders and RTP Messages on your behalf, and (ii) receive periodic updates from us as we process RTP Payment Orders and RTP Messages for you.

The Wells Fargo Gateway uses tokenized transmission methods for direct communication between your internal payment system(s) and our payment system. The Wells Fargo Gateway security procedures require digital authentication of you and us using tokens, API keys, mutual authentication of digital certificates and any other authentication or authorization process we may require from time to time. Your tokens, API keys, digital certificates, and your instruction to us do not identify an individual user initiating any request through the Wells Fargo Gateway. We validate only that you are authorized to issue RTP Payment Orders and RTP Messages and receive periodic updates via the Wells Fargo Gateway, not whether a particular user is authorized to initiate the request.

Bill Manager Service

The Initiation Method and Security Procedure Customer has elected for Bill Manager is:

Commercial Electronic Office® (CEO®)
The CEO portal is our electronic banking portal that is accessed via the internet. The CEO portal security procedures are log-on credentials specified by us including a company ID, user ID, password, token, and any other authentication or authorization process we require from time to time. The Bill Manager platform also requires entry of a one-time passcode provided via text message or an automated phone call to verify the device used to initiate the funds transfer.

E-Bill Express Service

The Initiation Method and Security Procedure Customer has elected for E-Bill Express is:

Bill File Inbound - SAFE-T
This transmission platform offers a variety of transmission protocols including hypertext transfer protocol secured (https), FTP over SSL (FTP/S), secure FTP (S-FTP), and Applicability Statement 2 (AS2).
AR File Outbound - SAFE-T
This transmission platform offers a variety of transmission protocols including hypertext transfer protocol secured (https), FTP over SSL (FTP/S), secure FTP (S-FTP), and Applicability Statement 2 (AS2).

CEO® EDD, Electronic Document Delivery Set-up - For Company and Customer(Biller) ID

Type of request	Customer (Biller) ID *(must be associated with the CEO Company ID)*	CEO User name	CEO User ID	Role (select one)
☐ Add ☐ Change ☐ Delete				OView only (default) OView and Authorize ☐ Customer (Biller) Administrator

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Type of request	Customer (Biller) ID *(must be associated with the CEO Company ID)*	CEO User name	CEO User ID	Role (select one)
☐ Add ☐ Change ☐ Delete				0 View only (default) 0 View and Authorize 0 customer (Biller) Administrator
☐ Add ☐ Change ☐ Delete				0 View only (default) 0 View and Authorize 0 customer (Biller) Administrator
☐ Add ☐ Change ☐ Delete				0 View only (default) 0 View and Authorize 0 customer (Biller) Administrator

Zero Balance Account (ZBA)

Request Type	Master Account	Child Account	Cycle	Target Balance
0 Add D Change				

International Zero Balance Account (ZBA)

Level 2 Accounts

Request Type	Child Account(s)	Currency	Transfer Funds To	Sweep Type	Target Balance	Minimum Balance	Maximum Balance
0 Add D Change				0 Debit* D Credit* D Target D Maximum			

*One-way Sweep

Level 3 Accounts

Request Type	Child Account(s)	Currency	Transfer Funds To	Sweep Type	Target Balance	Minimum Balance	Maximum Balance
0 Add D Change				0 Debit* D Credit* D Target D Maximum			

*One-way Sweep

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Customer Approval - (Authorized Signature Required)

Each person who signs this form on Customer's behalf is authorized to do so by resolution, agreement or other legally sufficient action of the governing body of Customer, if Customer is not an individual, or is an Authorized Signer on Customer's account.

Printed name of Authorized Signer	Phone
Signature	Date

Voice Wire only - Submitter information and instructions Internal Bank use only	
Submitter name	Submitter phone
Submitter email	Submitter fax

Note: If Voice Wire is a component of this form, once the customer approves and signs the form, the Banker/Relationship Manager must approve and sign the form, then fax it to Wire Implementation at 866-922-6202 from a valid Wells Fargo fax. File copies in your location's record-retention file.

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Wire Transfer Service Description

Treasury Management Services

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Introduction

The Service Documentation contains the terms and conditions under which we provide you the services described below. "You," "your" or "yours" refer to the Bank customer identified on the Acceptance of Services that is signed when you enroll in the Service ("Acceptance"). The terms "we," "us," or "our" refer to the Bank. Other capitalized terms used in this Service Description are defined in the Master Agreement or in the Glossary at the back of this Service Description.

The service ("Service") covered by this Service Description is:

- Wire Transfer

The Service Documentation includes:

a. The Service Description (which contains terms and conditions applicable to the Service),
b. The Acceptance (which indicates your acceptance of the Service Documentation),
c. The Master Agreement (which contains terms and conditions applicable to all services),
d. The Account Agreement governing the Account,
e. The Product Enrollment Form (which contains set-up information for each service in which you are enrolling), and
f. User Guides (which include Terms of Use, software, software licenses, price schedules, specifications, instructions, and notices).

The documents and individual provisions of the Service Documentation are intended to be read together as one agreement between you and us. This Service Description and the Master Agreement are posted at our *Commercial Electronic Office® (CEO®)* portal. If there is a conflict among the documents that are part of the Service Documentation, they will govern in the order listed above. Your use of a Service confirms your receipt of, and agreement to be bound by, this Service Description and all Service Documentation.

Wire Transfer Service

1. **Description of service.** With this Service you can instruct us to transfer funds by wire. You agree to comply with all applicable payment system rules, including the national payment system rules and any other Applicable Laws and regulations of the receiving country of the transaction.

2. **Preparation of payment orders; processing schedules.** You will prepare each Payment Order according to guidelines we separately make available from time to time. You will use the applicable Security Procedure when you send a Payment Order to us.

   We will execute each Payment Order in accordance with our then current processing schedule and any accompanying instructions you include regarding the date a Payment Order is to be executed. A Payment Order will be deemed received by us when we have verified it in compliance with the Security Procedure.

   a. If we receive a Payment Order after our Cutoff Time on any Business Day, we will treat the Payment Order as having been received before our applicable Cutoff Time on our next Business Day.
   b. If we execute your Payment Order by sending instructions to another financial institution, we may send the Payment Order by any transmission method and by any route we in our sole discretion consider reasonable.

3. **Inconsistency in name and number.**
   a. If a Payment Order describes the person to receive the funds under the Payment Order both by name and identifying number, we or another financial institution through which the Payment Order is routed may rely solely on the identifying number to identify the person, even if the number identifies a person other than the one named.
   b. If a Payment Order describes a financial institution both by name and identification number, we or another financial institution through which the Payment Order is routed may rely solely on the identification number to identify the financial institution, even if the identification number refers to a financial institution other than the one named.

4. **Authorization to pay.** You authorize us to:
   a. Execute any Payment Order we verify in accordance with the applicable Security Procedure, and
   b. Debit the account specified in the Payment Order even if a debit results in an overdraft on the execution date. If no account is specified, we will debit your Account or any other of your account(s) with us or one of our affiliates.

   You will maintain sufficient available funds in the account specified in the Payment Order at the time of each debit.

5. **Your duty to report erroneous or unauthorized transfer instructions.** You will exercise reasonable care to:
   a. Determine whether a Payment Order accepted by us was either erroneous or not authorized, and
   b. To notify us of the relevant facts within a reasonable time not exceeding 14 days after we notify you that the Payment Order was accepted or that the Account was debited for the Payment Order, whichever is earlier.

   If you do not notify us within 14 days, we will not be liable for any loss of interest or for any other loss relating to an erroneous or unauthorized debit to your account or because of any other discrepancy in the notice.

6. **Rejected payment orders.** If a Payment Order is rejected for any reason, we will attempt to notify you promptly so you can cure the defect. However, we will have no liability to you for a rejected Payment Order or any loss resulting from our delay or failure to notify you.

7. **Cancellation, amendment, reversal.** A Payment Order will be final and not subject to cancellation, amendment or reversal by you, except we may, at your request, make an effort to cancel, amend or reverse a Payment Order without incurring any liability for our failure or inability to do so.

8. **Drawdown requests.** A "drawdown request" is an instruction from you to another depository institution to debit:
   a. An account at that institution and transfer the funds to us (an "outgoing drawdown request"), or
   b. The Account and transfer the funds to that institution (an "incoming drawdown request").

   In this Service description, "Payment Order" includes drawdown requests. We may execute an incoming drawdown request that conforms with instructions we receive through Fed Wire, SWIFT, CHIPs or any other funds transfer system, provided those instructions are not inconsistent with instructions you separately provide in writing. The authority to execute the incoming drawdown request will continue until we receive your express written notice that such authority is revoked and have a reasonable time to act on it.

9. **Limitation of liability.** We will not be liable for any third party's failure to or delay or error in processing a Payment Order. If the beneficiary bank does not pay the beneficiary specified in the Payment Order, a refund will be made only after we have received confirmation of the effective cancellation of the Payment Order and we are in free possession of the funds debited or earmarked in connection with the Payment Order. If we are notified the beneficiary bank did not credit the Account for the full amount stated in a Payment Order, our sole obligation will be to promptly execute a second Payment Order in the amount of the stated deficiency.

   If we execute a Payment Order that is more than the amount stated in the Payment Order, to the extent you do not receive the benefit of the full amount of the Payment Order, we will only be liable for any loss of the principal amount transferred in excess of the amount stated in the Payment Order. Additionally, we will be liable for the amount of interest you have lost due to the transfer of the excess amount, computed at the Federal Funds rate or as otherwise agreed. However, our liability for loss of interest will be limited to 20 calendar days' interest. This section sets forth our complete liability for a Payment Order issued or received under this Wire Transfer Service description.

10. **Survival.** Sections 5, 6, 7 and 9 will survive the termination of the Services.

Glossary

Account means your account(s) with us used in connection with the Service.

Account Agreement means the applicable account agreement governing the Account.

Applicable Law is defined in section 3 of the Master Agreement.

Business Day means every day except Saturday, Sunday and federal holidays. When used in connection with funds transfer Services, "Business Day" means each day on we are open for business related to that Service.

Cutoff Time means our cutoff time each Business Day we separately disclose to you for the applicable Service.

Master Agreement means the Master Agreement for Treasury Management Services.

Payment Order means an instruction to us in your name to transfer funds from your Account (and includes any communication cancelling or amending an instruction).

Security Procedure is defined in the Product Enrollment Form and in section 6 of the Master Agreement.

Exhibit B

(Cost Proposal) Exhibit F of Bank's December 14, 2022 Response to City's Request for Proposal

Treasury Management Pricing

City of Farmington: RFP #23-149075

Below is the activity for the City in October 2022 with your current Wells Fargo Relationship. The pricing applied is what is proposed in our RFP response.

Analysis Summary		
Average Positive Collected Balance	$	7,796,175.87
Reserve Requirement @ 0.00%	$	0.00
Investable Balance Available for Services	$	7,796,175.87
Monthly Analyzed Charges	$	11,049.42
Earnings Allowance @ 1.55% (Mananged Rate proposed in RFP)	$	10,263.18
Net Monthly Analyzed Charges	$	786.23
*Monthly Fee Based Charges	$	0.00
Total Monthly Analyzed Charges after Earnings Allowance	**$**	**786.23**

*Charges not offset by balances

Stagecoach Sweep- Potential Earnings		
Below is the recommended sweep provided in our response. If the City were to consider utilizing all available funds for this service, the earnings would offset all analysis fees and provide a dividend for the investment. As we continue our partnership, we will help create a deposit strategy that best fits the City. Rate set to change with market conditions.		
Sweep Investment Fund		Government MMF Institutional
Sweep Investment Balance	$	7,796,175.87
Sweep Interest Rate		3.54%
Sweep Investment benefit to Farmington	$	22,998.72
Total Analyzed Charges with utilizing Sweep (including cost for sweep services totaling $190.00)*	$	10,222.989
Sweep Earnings for Farmington after Analysis Fees	**$**	**12,775.73**

*Total fees lowered with sweep investment due to lower recoupment fees

Sweep is Not FDIC insured -- No Bank guarantee -- May lose value

SERVICE DETAILS

WF Code	AFP Code	Service Description	Unit Price	Volume	Service Charges
		BALANCE & COMPENSATION INFORMATION			
IAMTH	000230	RECOUPMENT MONTHLY	0.12750	7,972	1,016.43
		BALANCE & COMPENSATION INFORMATION Subtotal			**1,016.43**
		GENERAL ACCOUNT SERVICES			
22051	010000	ACCT MAINTENANCE	10.00000	6	60.00
22421	010310	SUB ACCT STATEMENT FEE	10.00000	1	10.00
DS585	010021	SUBACCOUNT MAINTENANCE	2.00000	30	60.00
DS001	010021	ZERO BALANCE MONTHLY BASE	5.00000	3	15.00
CK021	010100	DEBITS POSTED	0.05000	157	7.85
08026	010610	CHECK DEPOSIT ADJUSTMENT	0.00000	1	0.00
		GENERAL ACCOUNT SERVICES Subtotal			**152.85**
		LOCKBOX SERVICES			
36769	05011L	LBX PAPER PACKAGE BASE	150.00000	1	150.00
03302	050400	LBX TRANSMISSION BASE	220.00000	1	220.00
03102	050000	LBX REMIT PROCESSED CASH	10.00000	2	20.00
03611	050000	LBX REMIT PROCESSED EXPRESS MAIL	2.25000	25	56.25
36731	050530	LBX CORRESPONDENCE OR REJECTS	0.65000	106	68.90
03905	05011R	LBX DOCUMENT SCANNED	0.00000	10,214	0.00
36791	050600	LBX 7 YEAR IMAGE ARCHIVE	0.02000	10,214	204.28
36737	05011A	LBX CHECK PHOTOCOPY	0.45000	152	68.40
52035	050425	LBX IMAGE FILE IMPORT	0.05000	10,214	510.70
36745	050129	LBX VALUE ADDED KEYING	0.02000	4,194	83.88
36606	05011F	LBX PAPER RETURN	0.20000	18	3.60
03303	050410	LBX PKG US MAIL DELIVERY	1.00000	120	120.00
48200	050020	LBX WHOLETAIL BASE	100.00000	1	100.00
48210	050100	LBX WT CHECKS	0.00000	4,594	0.00
48220	050122	LBX WT TOTAL PAYMENTS PROCESSED	0.16000	5,450	872.00
48307	059999	LBX WT STD ITEM PROCESSED NON SCAN	0.30000	152	45.60
48221	050122	LBX WT MULTI PAYMENT	0.05000	1,323	66.15
48222	050002	LBX WT PARTIAL PAYMENT	0.09000	339	30.51
48257	050899	LBX WT MARK SENSE OR ADDRESS CHANGE	0.05000	5,450	272.50
48501	050401	LBX WT TRANSMISSION PER ITEM	0.01000	5,602	56.02
ED500	050030	E-BOX MONTHLY MAINT (W/CROSS REF)	100.00000	1	100.00
ED470	059999	E-BOX PAYMENT	0.05000	3,186	159.30
ED521	050030	E-BOX REPORTING PACKAGE MTHLY BASE	50.00000	1	50.00
ED524	050030	E-BOX REVERSAL REPORTING MTHLY BASE	0.00000	1	0.00
		LOCKBOX SERVICES Subtotal			**3,258.09**

		DEPOSITORY SERVICES			
CK161	100006	CASH DEPOSITED IN WF BRANCH	0.00400	2,715	10.86
CK199	10001A	POST VERIFY CASH DEPOSITED	0.00300	407,560	1,222.68
CK197	100040	CASH ORDER FEE IN A WF BRANCH	9.00000	15	135.00
CK131	100040	ROLLED COIN FURNISHED BY WF BRANCH	0.50000	26	13.00
CK141	100040	CURRENCY FURNISHED BY WF BRANCH	0.00300	1,533	4.60
CK064	100416	CEO RETURN ITEM SERVICE MTHLY BASE	0.00000	30	0.00
CK061	100400	RETURN ITEM - CHARGEBACK	3.00000	15	45.00
CK075	100402	RETURN ITEM REDEPOSITED	1.00000	15	15.00
08052	100006	BRANCH DEPOSIT	4.00000	34	136.00
22723	10001A	BRANCH DEPOSIT POST VERIFY	3.00000	381	1,143.00
08025	100015	MISCELLANEOUS CREDITS POSTED	0.50000	21	10.50
12707	100610	DEPOSIT LOCATION REPORTING - ITEM	0.00500	707	3.54
002	100225	DEPOSITED CHECK	0.10000	2,738	273.80
311	100225	WHOLESALE LOCKBOX - DEPOSITED CHECK	0.10000	4,667	466.70
		DEPOSITORY SERVICES Subtotal			**3,479.67**
		PAPER DISBURSEMENT SERVICES			
DS191	150122	PAYEE VALIDATION STANDARD-ITEM	0.00000	730	0.00
22810	150500	WF CHK CASHED FOR NONACCT HOLDER	5.00000	14	70.00
DS255	151399	WELLSIMAGE PAID CHECK PER ITEM	0.03000	723	21.69
34336	150724	POSITIVE PAY EXCEPTION - CEO IMAGE	0.50000	23	11.50
12812	151352	CEO IMAGE VIEW < 90 DAYS - ITEM	0.05000	11	0.55
12815	151352	CEO IMAGE VIEW > 90 DAYS - ITEM	0.25000	11	2.75
22225	150240	CHECK CASHING THRESHOLD MO BASE	2.00000	1	2.00
22245	150240	CHECKS PAY TO INDIV BLOCK MO BASE	2.00000	1	2.00
22235	150240	OTC DEBIT BLOCK MONTHLY BASE	2.00000	1	2.00
12903	150310	POSITIVE PAY EXCEPTIONS - ITEM	1.00000	23	23.00
12907	150030	POSITIVE PAY MONTHLY BASE	10.00000	3	30.00
MD091	150240	PYMT AUTH MAX CHECK MTHLY BASE	2.00000	3	6.00
12670	150410	STOP PAYMENT - ONLINE	1.00000	3	3.00
22020	151350	WELLSIMAGE PAID CHECK MONTHLY BASE	50.00000	1	50.00
22202	150100	DDA CHECKS PAID	0.05000	730	36.50
22015	151353	WELLSIMAGE PAID CHECK PER CD	20.00000	1	20.00
64104	151350	IFI MAINTENANCE PER PRODUCT	100.00000	1	100.00
		PAPER DISBURSEMENT SERVICES Subtotal			**380.99**
		PAPER DISBURSEMENT RECON SERVICES			
DS322	200120	ARP PARTIAL RECONCILIATION - ITEM	0.03000	730	21.90
12687	209999	ARP AGED ISSUE RECORDS ON FILE-ITEM	0.00000	9,154	0.00
12061	200020	ARP MONTHLY BASE - PARTIAL	15.00000	4	60.00
12604	200306	ARP OPTIONAL REPORTS	2.00000	61	122.00
12430	200301	ARP OUTPUT - TRANSMISSION	0.00000	60	0.00
12379	200201	ARP PART POSITIVE PAY ISSUE - ITEM	0.02500	790	19.75
34350	200306	CEO ARP STMT & RPTS MONTHLY BASE	5.00000	4	20.00
12694	200100	OUTGOING TRANSMISSION - PER ITEM	0.00500	732	3.66
		PAPER DISBURSEMENT RECON SERVICES Subtotal			**247.31**

		GENERAL ACH SERVICES			
CK018	250201	ELECTRONIC CREDITS POSTED	0.05000	836	41.80
34342	250400	ACH CEO RETURN SUBSCRIPTION - ITEM	0.50000	39	19.50
34340	250400	ACH CEO RETURN SUBSCRIPTION-ACCOUNT	5.00000	6	30.00
ES280	250000	ACH MONTHLY BASE	15.00000	3	45.00
ES211	250102	ACH FUTURE DATED ITEM	0.02500	2,680	67.00
ES216	250102	ACH SAME DAY	0.25000	2,597	649.25
ES206	250120	ACH ORIGINATED - ADDENDA REC	0.10000	14	1.40
ES349	250220	ACH RECEIVED ADDENDA	0.00000	365	0.00
ES344	250202	ACH RECEIVED ITEM	0.02500	787	19.68
06504	250302	ACH RETURN ADMIN -MANUAL	3.00000	17	51.00
06503	250302	ACH RETURN ITEM-MANUAL	3.00000	4	12.00
ES803	250500	ACH PAYMENTS ONLINE BATCH RELEASE	2.00000	10	20.00
ES801	250501	ACH TRANSMISSION CHARGE	2.00000	28	56.00
ES237	250710	ACH FAX SERVICE	7.00000	10	70.00
34377	250000	ACH PAYMENTS BASE FEE	15.00000	2	30.00
ACH1D	250102	ACH PAYMENTS FUTURE DATED ITEM	0.02500	28	0.70
34333	251050	ACH CEO FRAUD FILTER REVIEW MO BASE	1.00000	6	6.00
34335	251053	ACH CEO FRAUD FILTER REVIEW - ITEM	1.00000	38	38.00
06535	250302	ACH NOC - MANUAL	5.00000	11	55.00
34330	250703	ACH CEO SUBSCRIPTION - ACCOUNT	5.00000	7	35.00
		GENERAL ACH SERVICES Subtotal			**1,247.33**
		EDI PAYMENT SERVICES			
ED265	300210	RECEIVABLES MANAGER ACH ITEM	0.05000	734	36.70
34240	300010	CEO EDI PMT DETAIL SUBSC MO BASE	10.00000	1	10.00
28006	300200	REC MGR OR E-BOX TRANSMISSION	2.50000	60	150.00
28019	300010	RECEIVABLES MANAGER MONTHLY BASE	100.00000	3	300.00
28011	300210	RECEIVABLES MANAGER RECVD ADDENDA	0.00000	352	0.00
28318	300210	RMGR ITEM CHK AND OTHER ELECTRONIC	0.05000	4,746	237.30
		EDI PAYMENT SERVICES Subtotal			**734.00**
		WIRE & OTHER FUNDS TRANSFER SERVICE			
ES073	359999	WIRE BASE -VOICE	6.00000	2	12.00
ES167	359999	WIRE PIN BASE	1.50000	3	4.50
ES030	350300	WIRE IN TO USA ACCT-USA DOMESTIC	2.00000	6	12.00
ES141	350120	WIRE BOOK TRANSFER CEO/API	5.00000	2	10.00
		WIRE & OTHER FUNDS TRANSFER SERVICE Subtotal			**38.50**
		INFORMATION SERVICES			
34123	40022Z	CEO ALERTS SERVICE - EMAIL	0.00000	320	0.00
34602	400274	CEO E-BOX RPT - ITEM	0.05000	3,186	159.30
34601	400054	CEO E-BOX RPT SUBSCRIPTION MO BASE	50.00000	1	50.00
34121	400274	CEO INTRADAY REPORTING ITEMS RPTD	0.05000	744	37.20
34120	400055	CEO INTRADAY REPORTING SUBSCRIPTION	10.00000	2	20.00
34115	400271	CEO PREV DAY REPORTING ITEMS LOADED	0.05000	2,255	112.75
34100	400052	CEO PREV DAY REPORTING SUBSCRIPTION	10.00000	6	60.00
27707	400340	CEO SEARCH	0.00000	11	0.00
34205	400003	WIRE TRANSFER REPORT BASE-CEO	10.00000	1	10.00
15017	400003	DESKTOP DEPOSIT MONTHLY BASE	15.00000	3	45.00
		INFORMATION SERVICES Subtotal			**494.25**

		SETUP CHARGES			
06094	251001	ACH FRAUD FILTER - SET UP	10.00000	2	20.00
		GENERAL ACH SERVICES Subtotal			**20.00**
		Total Analyzed Charges			**786.23**
		***Total Fee Based Charges**			**0.00**
		Total Service Charges			**786.23**
		Sweep Services (if Implemented)			
34110	450405	SWEEP ACCOUNT POSITION REPORT	40.00000	1	40.00
22087	450403	SWEEP STAGECOACH MUTUALFND ELECTNIC	0.00000	1	0.00
22094	450200	SWEEP STAGECOACH MUTUAL FND MO BASE	150.00000	1	150.00
		Subtotal			**190.00**

WELLS FARGO

Disclosures

We created this proposal for you based on our understanding of your requirements and the services in which you expressed interest. This proposal confirms the deposit and treasury management services and the pricing we plan to provide you based on certain assumptions including projected volumes and other relevant information you provided.

This document is confidential. Please do not share it without first obtaining our written permission. The services and pricing contained in this proposal are valid for 90 days. The pricing is subject to change if the actual volume or scope of services differs from the assumptions upon which we based the pricing.



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City of Farmington/San Juan County

Exhibit F - Banking Fees Cost Proposal Form

The below is a price list of fees pertaining to services required or requested by the agencies within the RFP. Any fees with no volume were for additional services requested in the RFP. The original pricing sheet is included in this document if you 'unhide' the tab within this workbook.

Please see tab titled 'City of Farmington- October' to see how this pricing will be applied for existing services and relationship along with potental revenue from Sweep Services

	City of Farmington						
AFP CODE	**SERVICE DESCRIPTION**	**12 Month Total**	**Average Monthly Volume**	**Monthly Fee**	**Per Transaction / % Fee**	**How Calculated (total, weighted average, etc.)**	**Other/Notes**
00 0230	RECOUPMENT MONTHLY IB	16,041	3,208		0.12750		Fee to partially recover insurance premiums the Bank pays to the FDIC for deposit insurance. Monthly charge based upon average monthly ledger balance. Assessed on per thousand dollar basis. See Commercial Account Agreement for additional information.
00 0230	RECOUPMENT MONTHLY	325,435	27,120		0.12750		Fee to partially recover insurance premiums the Bank pays to the FDIC for deposit insurance. Monthly charge based upon average monthly ledger balance. Assessed on per thousand dollar basis. See Commercial Account Agreement for additional information.
01 0000	ACCT MAINTENANCE	58	5	10.00000		Monthly per account	
01 0021	ZERO BALANCE MONTHLY BASE	36	3	5.00000		Per account	
01 0021	SUBACCOUNT MAINTENANCE	360	30	2.00000		Per Subaccoun	
01 0100	DEBITS POSTED	1,753	146		0.05000	Per Transaction	
01 0310	SUB ACCT STATEMENT FEE	12	1		10.00000	Monthly	
05 0000	LBX REMIT PROCESSED CASH	9	2		10.00000	Per Transaction	Lockbox still provided to Farmington- Included Cost
05 0000	LBX REMIT PROCESSED EXPRESS MAIL	193	16		2.25000	Per Transaction	Lockbox still provided to Farmington- Included Cost
05 0002	LBX WT PARTIAL PAYMENT	4,764	397		0.09000	Per Transaction	Lockbox still provided to Farmington- Included Cost
05 0020	LBX WHOLETAIL BASE	12	1	100.00000		Monthly	Lockbox still provided to Farmington- Included Cost
05 0030	E-BOX MONTHLY MAINT (W/CROSS REF)	12	1	100.00000		Monthly	Lockbox still provided to Farmington- Included Cost
05 0030	E-BOX REPORTING PACKAGE MTHLY BASE	12	1	50.00000		Monthly	Lockbox still provided to Farmington- Included Cost
05 0030	E-BOX REVERSAL REPORTING MTHLY BASE	12	1	0.00000		Monthly	Lockbox still provided to Farmington- Included Cost
05 0100	LBX WT CHECKS	61,646	5,137		0.00000	Per transaction	Lockbox still provided to Farmington- Included Cost
05 011A	LBX CHECK PHOTOCOPY	1,940	162		0.45000	Per transaction	Lockbox still provided to Farmington- Included Cost
05 011F	LBX PAPER RETURN	156	31		0.20000	Per transaction	Lockbox still provided to Farmington- Included Cost
05 011L	LBX PAPER PACKAGE BASE	5	1	150.00000		Monthly	Lockbox still provided to Farmington- Included Cost
05 0122	LBX WT TOTAL PAYMENTS PROCESSED	72,161	6,013		0.16000	Per transaction	Lockbox still provided to Farmington- Included Cost
05 0122	LBX WT MULTI PAYMENT	16,593	1,383		0.05000	Per transaction	Lockbox still provided to Farmington- Included Cost
05 0129	LBX VALUE ADDED KEYING	62,955	5,246		0.02000	Per keystroke	Lockbox still provided to Farmington- Included Cost
05 011E	LBX POST OFFICE RETURNED MAIL	1	1		5.00000	Per transaction	Lockbox still provided to Farmington- Included Cost
05 0400	LBX TRANSMISSION BASE	12	1	220.00000		Monthly	Lockbox still provided to Farmington- Included Cost
05 0401	LBX WT TRANSMISSION PER ITEM	74,101	6,175		0.01000	per item	Lockbox still provided to Farmington- Included Cost
05 0410	LBX PKG US MAIL DELIVERY	1,333	111		1.00000	per transaction	Lockbox still provided to Farmington- Included Cost
05 0425	LBX IMAGE FILE IMPORT	136,115	11,343		0.05000	per image	Lockbox still provided to Farmington- Included Cost
05 0530	LBX CORRESPONDENCE OR REJECTS	1,712	143		0.65000	per item	Lockbox still provided to Farmington- Included Cost
05 0600	LBX 7 YEAR IMAGE ARCHIVE	136,115	11,343		0.02000	per image	Lockbox still provided to Farmington- Included Cost
05 0899	LBX WT MARK SENSE OR ADDRESS CHANGE	72,161	6,013		0.05000	per item	Lockbox still provided to Farmington- Included Cost
05 9999	LBX WT STD ITEM PROCESSED NON SCAN	1,940	162		0.30000	per item	Lockbox still provided to Farmington- Included Cost
05 9999	E-BOX PAYMENT	42,019	3,502		0.10000	per item	
05 9999	E-BOX PAYMENT REVERSED	10	1		0.25000	per transaction	
08 0100	PAYMENT MGT WELLSONE VIRTUALCRD PMT		-		0.00000	Per Transaction	Consolidated Payables
10 0006	BRANCH DEPOSIT	364	30		4.00000	per deposit	
10 0006	CASH DEPOSITED IN WF BRANCH	10,779	898		0.00400	per dollar	
10 0010	LOOSE COIN DEPOSITED IN BRANCH	1	1				
10 0015	MISCELLANEOUS CREDITS POSTED	258	22		0.50000	per credit	
10 001A	BRANCH DEPOSIT POST VERIFY	4,509	376		3.00000	per deposit	
10 001A	POST VERIFY CASH DEPOSITED	5,869,352	489,113		0.00300	per dollar	
10 0040	ROLLED COIN FURNISHED BY WF BRANCH	348	29		0.50000	per roll	
10 0040	CURRENCY FURNISHED BY WF BRANCH	35,923	2,994		0.00300	per dollar	
10 0040	CASH ORDER FEE IN A WF BRANCH	226	19		9.00000	per order	
10 0100	CASH VAULT DEPOSIT		-		3.00000	Per Deposit	Cash Vault Services
10 0110	CASH VAULT DEP - ROLLED COIN		-		0.12000	Per Coin Roll	Cash Vault Services
10 0111	CASH VAULT DEP - NONSTD COIN BAG		-		12.00000	Per Nonstandard Coin Bag	Cash Vault Services
10 0113	CASH VAULT DEP - STD COIN BAG		-		3.50000	Per Standard Coin Bag	Cash Vault Services
10 0141	CASH VAULT ORDER - AUTOMATED		-		7.00000	Per Currency Order	Cash Vault Services
10 0144	CASH VAULT COIN ROLLS FURNISHED		-		0.12000	Per Coin Roll	Cash Vault Services
10 0145	CASH VAULT COIN FURN-STD HALF BOX		-		4.00000	Per Coin Box	Cash Vault Services
10 0146	CASH VAULT COIN FURNISHED-STD BOX		-		4.00000	Per Coin Box	Cash Vault Services
10 0147	CASH VAULT ORDER - HALF STD BAG		-		3.00000	Per Half Bag Order	Cash Vault Services
10 0147	CASH VAULT ORDER - FED STD BAG		-		3.00000	Per Coin Bag Order	Cash Vault Services
10 0154	SAFEVANTAGE EXPEDITED CREDIT		-		0.00010	Pass Through for Deposits	Cash Vault Services- Smart Safe
10 0154	SAFEVANTAGE CASH DEPOSITED		-		0.00130	Per Dollar Deposited	Cash Vault Services- Smart Safe
10 0199	CASH VAULT CURRENCY/COIN DEPOSITED		-		0.00060	Per Dollar Deposited	Cash Vault Services
10 0199	CASH VAULT CURRENCY FURNISHED		-		0.00130	Per Dollar Furnished	Cash Vault Services
10 0199	VENDOR FEES-ARMORED CAR/CASH SERV	7,503	625		1.00000		Pass through for vendor fees outside of services charged through analysis
10 0225	DEPOSITED CHECK	39,845	3,320		0.10000	per item	
10 0225	WHOLESALE LOCKBOX - DEPOSITED CHECK	40,107	3,342		0.05000	per check	Lockbox still provided to Farmington- Included Cost
10 0400	RETURN ITEM - CHARGEBACK	146	12		3.00000	per item	
10 0402	RETURN ITEM REDEPOSITED	132	11		1.00000	per itme	
10 0404	ADMIN RETURN ITEM-REPAIRED ACH ITEM	29	5		2.25000	per item	
10 0404	ADMIN RETURN ITEM-REPAIRED AS CHECK	2	1		3.50000	per item	
10 0416	CEO RETURN ITEM SERVICE MTHLY BASE	360	30		0.00000	Monthly per account	
10 0453	RETURN ITEM CONVERTED CHK REDEPOSIT	17	3		2.00000	per item	
10 0453	RETURN ITEM CONVERTED CHK CHGBK IRD	16	3		3.00000	per item	
10 0501	CASH VAULT DEP - ADJUSTMENT		-		2.00000	Per Adjustment	Cash Vault Services
10 0501	ADJ FOR CASH DEPOSITED IN WF BRANCH	8	2		13.00000	per adjustment	
10 0610	DEPOSIT LOCATION REPORTING - ITEM	10,131	844		0.00500	per item	
10 9999	SMART DECISION-ELEC CHECK ACH ONUS	4,545	758			per item	Service no longer provided
15 0030	POSITIVE PAY MONTHLY BASE	36	3	10.00000		monthly per account	
15 0100	DDA CHECKS PAID	8,619	718		0.05000	per check	
15 0122	PAYEE VALIDATION STANDARD-ITEM	8,594	716		0.00000	per check	
15 0222	POSITIVE PAY EXCEPTION CHECKS RETND	14	2		1.00000	per item	
15 0240	CHECK CASHING THRESHOLD MO BASE	12	1	2.00000		Per account	
15 0240	OTC DEBIT BLOCK MONTHLY BASE	12	1	2.00000		Per account	
15 0240	CHECKS PAY TO INDIV BLOCK MO BASE	12	1	2.00000		Per account	
15 0240	PYMT AUTH MAX CHECK MTHLY BASE	12	1	2.00000		Per account	
15 0300	MICR CHECK REJECTS OVER 2%	67	34		0.50000	per item	
15 0310	POSITIVE PAY EXCEPTIONS - ITEM	199	17		1.00000	per item	
15 0310	POS PAY CHECKS WITH NO ISSUE RECORD	21	7		0.00000	per item	
15 0410	STOP PAYMENT - ONLINE	90	8		1.00000	per stop	
15 0500	WF CHK CASHED FOR NONACCT HOLDER	162	14		5.00000	per transaction	
15 0724	POSITIVE PAY EXCEPTION - CEO IMAGE	165	14		0.50000	per item	
15 1350	WELLSIMAGE PAID CHECK MONTHLY BASE	12	1	50.00000		monthly per account	
15 1350	IFI MAINTENANCE PER PRODUCT	12	1	100.00000		monthly	
15 1352	CEO IMAGE VIEW < 90 DAYS - ITEM	125	13		0.05000	per item	
15 1352	CEO IMAGE VIEW > 90 DAYS - ITEM	22	3		0.25000	per item	
15 1353	WELLSIMAGE PAID CHECK PER CD	12	1			Per CD	
15 1399	WELLSIMAGE PAID CHECK PER ITEM	8,441	703		0.03000	Per Item	
15 1870	PAYMENT MANAGER INSERT ITEM		-		0.10000	Per Insert	Consolidated Payables
15 1870	PAYMENT MGR POSTAGE OR OVERNITE RPT		-	15.00000		Per Account	Consolidated Payables
20 0020	ARP MONTHLY BASE - PARTIAL	48	4	15.00000		monthly per account	
20 0100	OUTGOING TRANSMISSION - PER ITEM	8,648	721		0.00500	per item	

20 0120	ARP PARTIAL RECONCILIATION - ITEM	8,619	718		0.03000	per item	
20 0201	ARP PART POSITIVE PAY ISSUE - ITEM	9,762	814		0.02500	per item	
20 0301	ARP OUTPUT - TRANSMISSION	759	63		0.00000	per transaction	
20 0306	ARP OPTIONAL REPORTS	771	64		2.00000	per report	
20 0306	CEO ARP STMT & RPTS MONTHLY BASE	48	4	5.00000		monthly per account	
20 9999	ARP AGED ISSUE RECORDS ON FILE-ITEM	102,809	8,567		0.00000	per item	
25 0000	ACH PAYMENTS BASE FEE	24	2	15.00000		Monthly per account	
25 0000	ACH MONTHLY BASE	36	3	15.00000		monthly per account	
25 0102	SMART DECISION-LOCKBOX ACH	18,925	3,154		0.03500	per item	Service no longer provided
25 0102	ACH PAYMENTS FUTURE DATED ITEM	492	41		0.02500	per item	
25 0102	ACH PAYMENTS SAME DAY ITEM	2	2		0.25000	per item	
25 0102	ACH FUTURE DATED ITEM	30,479	2,771		0.02500	per item	
25 0102	ACH SAME DAY	36,019	3,002		0.25000	per item	
25 0120	ACH ORIGINATED - ADDENDA REC	246	21		0.10000	per item	
25 0201	ELECTRONIC CREDITS POSTED	10,577	881		0.05000	per credit	
25 0202	ACH RECEIVED ITEM	9,659	805		0.02500	per item	
25 0220	ACH RECEIVED ADDENDA	1,994	399		0.00000	per item	
25 0302	ACH RETURN ITEM-MANUAL	63	5		3.00000	per item	
25 0302	ACH RETURN ADMIN -MANUAL	60	5		3.00000	per item	
25 0302	ACH NOC - MANUAL	50	10		5.00000	per item	
25 0312	ACH RETURN UNAUTHORIZED -MANUAL	1	1		3.00000	per return	
25 0312	ACH RETURN UNAUTHORIZED QUALITY FEE	1	1		5.00000	per return	
25 0400	ACH CEO RETURN SUBSCRIPTION-ACCOUNT	72	6	5.00000		monthly per account	
25 0400	ACH CEO RETURN SUBSCRIPTION - ITEM	294	25		0.50000	per item	
25 0500	ACH PAYMENTS ONLINE BATCH RELEASE	172	14		2.00000	per batch	
25 0501	ACH TRANSMISSION CHARGE	352	29		2.00000	per transmission	
25 0622	ACH EXCEPTION PROCESS-DUPLICAT FILE	5	3		10.00000	per file	
25 0703	CEO ACH HYP ITM DET INQ - PER ITEM	6	2		0.50000	per item	
25 0703	ACH CEO SUBSCRIPTION - ACCOUNT	77	7	5.00000		per account	
25 0703	ACH CEO SUBSCRIPTION - ITEM	326	163		0.10000	per item	
25 0710	ACH FAX SERVICE	59	5		7.00000	per fax	
25 0720	ACH CUSTOMER REPORTS	4	1		10.00000	per report	
25 1000	ACH SET UP		-		10.00000	Per Setup	Setup Costs
25 1001	ACH ORIGINATION NEW COMP ID-SET UP		-		10.00000	Per New ACH COID	Setup Costs
25 1001	ACH FRAUD FILTER - SET UP		-		10.00000	Per Setup	Setup Costs
25 1050	ACH CEO FRAUD FILTER REVIEW MO BASE	48	4	1.00000		Monthly per account	
25 1053	ACH CEO FRAUD FILTER REVIEW - ITEM	424	35		2.00000	per item	
25 1070	ACH WELLS FARGO NOC - FAX ADVICE	46	7		5.00000	per fax	
25 1070	ACH NOC - FAX ADVICE	39	6		5.00000	per fax	
25 1120	ACH PAYMENTS SET UP FEE		-		10.00000	Per Setup	Setup Costs
30 0000	PAYMENT MANAGER MONTHLY BASE		-	150.00000		Monthly Per Setup	Consolidated Payables
30 0010	RECEIVABLES MANAGER MONTHLY BASE	36	3	100.00000		monthly per account	
30 0010	CEO EDI PMT DETAIL SUBSC MO BASE	12	1	10.00000		monthly	
30 0100	PAYMENT MGR INBOUND TRANSMISSION		-		5.00000	Per Transmission	Consolidated Payables
30 0100	PAYMENT MGR TEMPLATE TRANSACTION		-		0.02500	Per Transaction	Consolidated Payables
30 0100	PAYMENT MANAGER DOMESTIC ACH TRAN		-		0.02500	Per Transaction	Consolidated Payables
30 0105	PAYMENT MGR RPT SUBSCRIPTION MOBASE		-	15.00000		Per Setup	Consolidated Payables
30 0199	PAYMENT MGR EMAIL SECONDARY APPROVE		-		0.10000	Per E-Mail	Consolidated Payables
30 0200	REC MGR OR E-BOX TRANSMISSION	759	63		2.50000	per transmission	
30 0200	PAYMENT MANAGER ACH CONFIRMATION		-		0.10000	Per Confirmation	Consolidated Payables
30 0210	RECEIVABLES MANAGER RECVD ADDENDA	5,020	418		0.00000	per item	
30 0210	RMGR ITEM CHK AND OTHER ELECTRONIC	24,790	4,958		0.05000	per item	
30 0210	RECEIVABLES MANAGER ACH ITEM	7,837	653		0.05000	per item	
30 0210	RECEIVABLE MGR RETAIL LKBX ITEM	38,796	5,542		0.05000	per item	
30 0221	PAYMENT MGR EMAIL SERVICE		-		0.50000	Per Confirmation	Consolidated Payables
30 0299	PAYMENT MANAGER ACH ADDENDA		-		0.05500	Per Addenda Record	Consolidated Payables
30 0300	PAYMENT MANAGER SET UP		-		2500.00000	Per Setup	Consolidated Payables- Waived for Agencies
30 0330	PAYMENT MGR REJECT REPAIR DUPLICATE		-		25.00000	Per File	Consolidated Payables
30 0341	PAYMENT MGR IMPLEMENTATION DEV HOUR		-		200.00000	Per Hour	Consolidated Payables- Waived for Agencies
30 0400	PMGR WELLSONE VIRTUAL CRD CONFIRM		-		0.10000	Per Confirmation	Consolidated Payables
30 0502	ENHANCED REMITTANCE EMAIL DELIVERY		-		0.50000	Per Transaction	Consolidated Payables
30 9999	ELECTRONIC COMMERCE INVESTIGATION		-		55.00000	Per Investigation	Consolidated Payables
30 9999	PMGR TOTAL MTH POSTAGE AND HANDLING		-		1.00000	Postage	Consolidated Payables
30 9999	PAYMENT MGR NEXT DAY CHECK		-		1.00000	Per Check Printed	Consolidated Payables
30 9999	PAYMENT MANAGER CHECK INSERTS		-		0.50000	Per Insert	Consolidated Payables
35 0100	WIRE OUT DOMESTIC CEO/API	10	3		5.00000	per wire	
35 0104	PAYMENT MANAGER WIRE OUT DOMESTIC		-		5.00000	Per Wire	Consolidated Payables
35 0120	WIRE BOOK TRANSFER CEO/API	1	1		5.00000	per wire	
35 0300	WIRE IN TO USA ACCT-USA DOMESTIC	67	6		2.00000	per wire	
35 0400	PAYMENT MANAGER WIRE CONFIRMATION		-		0.10000	Per Confirmation	Consolidated Payables
35 9999	WIRE BASE -VOICE	22	2		6.00000	per wire	
35 9999	WIRE PIN BASE	33	3		1.50000	per wire	
40 0003	DESKTOP DEPOSIT MONTHLY BASE	36	3	15.00000		monthly per account	
40 0003	WIRE TRANSFER REPORT BASE-CEO	12	1	10.00000		monthly per account	
40 0052	CEO PREV DAY REPORTING SUBSCRIPTION	72	6	10.00000		monthly per account	
40 0054	CEO E-BOX RPT SUBSCRIPTION MO BASE	12	1	50.00000		monthly per account	
40 0055	CEO INTRADAY REPORTING SUBSCRIPTION	24	2	10.00000		monthly per account	
40 022Z	CEO ALERTS SERVICE - EMAIL	5,247	437		0.00000	per email	
40 0271	CEO PREV DAY REPORTING ITEMS LOADED	27,381	2,282		0.05000	per item	
40 0274	CEO INTRADAY REPORTING ITEMS RPTD	3,540	295		0.05000	per item	
40 0274	CEO E-BOX RPT - ITEM	42,018	3,502		0.05000	per item	
40 0340	CEO SEARCH	455	41		0.00000	per search	
40 1001	PHOTOCOPY CUSTOMER SERVICE - ITEM	2	1		20.00000	per item	
45 0200	SWEEP STAGECOACH MUTUAL FND MO BASE		-	150.00000		Per Account	Sweep Services- Money Markey Mutual Fund
45 0405	SWEEP ACCOUNT POSITION REPORT		-	40.00000		Per Account	Sweep Services- Money Markey Mutual Fund

City of Farmington

Harbour, Jennifer <jharbour@fmtn.org>

Upcoming Project

2 messages

Harbour, Jennifer <jharbour@fmtn.org> Tue, Oct 11, 2022 at 3:54 PM
To: mloehman@horizonsofnewmexico.org

Hi Matt,

The City of Farmington has an upcoming procurement for Fiscal Agent Bank, Merchant Services, and Procurement Card Services. Is this something Horizons would be interested in?

Thanks,
--
Jennifer Harbour, CPPB, NIGP-CPP, PMP
Chief Procurement Officer - City of Farmington
505-599-1365

www.fmtn.org

https://fmtn-ebidding.ionwave.net

Matt Loehman <mloehman@horizonsofnewmexico.org> Tue, Oct 11, 2022 at 4:03 PM
To: "Harbour, Jennifer" <jharbour@fmtn.org>

Good afternoon Jennifer,

We will respectfully decline this opportunity.

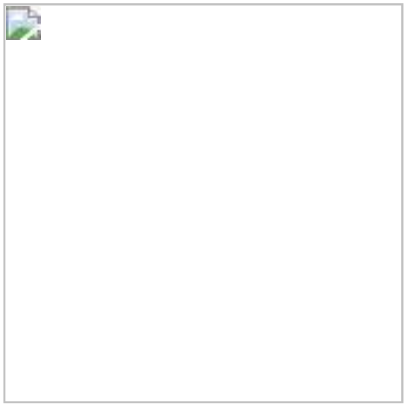
Thank you,

Matt

Matt Loehman
Executive Director

Horizons of New Mexico
6121 Indian School Rd. NE, Suite 102
Albuquerque, NM 87110

cell phone: (505) 550-7180
office phone: (505) 345-1540
email: mloehman@horizonsofnewmexico.org
web: www.horizonsofnewmexico.org



The State Use Act helps people with disabilities become gainfully employed, and it saves you valuable time and resources otherwise used during the procurement process.

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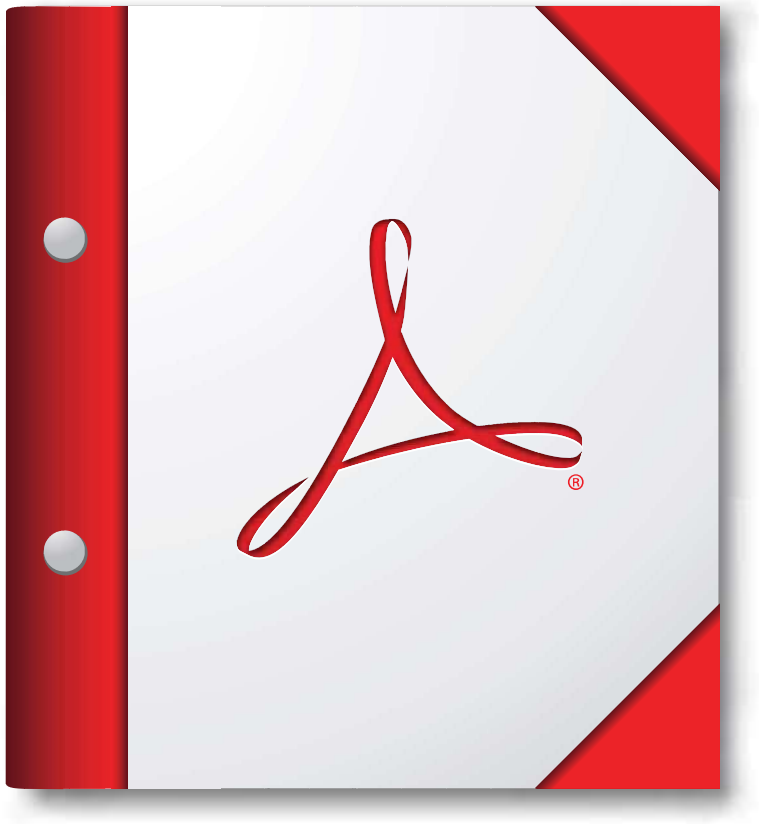

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Wells Contract

Final Audit Report 2024-09-17

Created:	2024-09-17
By:	Travis Dutton-Leyda (tkduttonleyda@santafenm.gov)
Status:	Signed
Transaction ID:	CBJCHBCAABAA7lirQS3XrMrVv9xuygy9pAAjxHOn9uAQ

"Wells Contract" History

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Signature: XAVIER VIGIL (Sep 27, 2024 09:54 MDT)

Email: xivigil@santafenm.gov

24-0582 Wells Fargo Bank N.A.

Final Audit Report 2024-09-30

Created:	2024-09-27
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CITY OF SANTA FE

Memorandum

Date: April 4, 2025

To: Governing Body; Quality of Life Committee; Public Works and Utilities Committee

From: Rebecca Mnuk-Herrmann

Via: Erin K. McSherry EM

RE: Zia Deacceleration Lane

EXECUTIVE SUMMARY:

The proposed resolution would authorize the City of Santa Fe ("City") to apply for a lot line adjustment to expand Zia Road into a small section of the unimproved portion of Candelero Park to accommodate a necessary deceleration lane. In addition, the resolution directs the City Manager to identify a designee to act as the Governing Body's agent. This agent would submit the City's application for the necessary lot line adjustment.

ATTACHMENTS:

Resolution
Fiscal Impact Report

CITY OF SANTA FE, NEW MEXICO

RESOLUTION NO. 2025-__

INTRODUCED BY:

Councilor Jamie Cassutt

A RESOLUTION

AUTHORIZING AND DIRECTING THE WIDENING OF ZIA ROAD TO ACCOMMODATE A NECESSARY DECELERATION LANE, USING ADJACENT, UNIMPROVED LAND COMPRISING APPROXIMATELY ONE PERCENT (1%) OF CANDELERO PARK, ON ITS FAR NORTHERN BOUNDARY; AND DIRECTING THE CITY MANAGER TO DESIGNATE AN AGENT TO APPLY FOR A LOT LINE ADJUSTMENT AND ANY OTHER ADMINISTRATIVE STEPS REQUIRED AS THE GOVERNING BODY'S AGENT.

WHEREAS, in 1978, Western Development Company dedicated a park site, now located at 2219 and 2223 Brillante St., which later became known as "Candelero Park", via the plat dedication attached as Exhibit A ("Dedication Plat"); and

WHEREAS, Candelero Park consists largely of unimproved land with a smaller, landscaped playground area located on the far southern portion; and

WHEREAS, pursuant to NMSA 1978, Section 3-20-11, property within the boundaries of a municipality dedicated to the municipality "for public use" is public property, and fee vests in the municipality; and, pursuant to NMSA 1978, Section 3-18-18,

"[a]ny property acquired for park purposes is under the immediate control of the governing body"; and

WHEREAS, the City owns and has immediate control of Candelero Park; and

WHEREAS, Zia Road abuts the northern boundary of Candelero Park; and

WHEREAS, on April 9, 2021, the Governing Body approved Case #2020-2901, "Zia Station Preliminary Development Plan"; and

WHEREAS, the packet for the development plan included a staff memorandum from the City's Planning and Land Use staff ("Staff Report"), attached as Exhibit B, and a traffic impact analysis ("TIA"), attached as Exhibit C; and

WHEREAS, the TIA found that "the St Francis and Zia signalized intersection does not operate at acceptable levels of service" and that "the eastbound thru/right movement is expected to worsen, particularly in the AM" including because of the proposed housing development. *See* Exhibit C at 45; and

WHEREAS, the TIA recommended expanding Zia Road to include east and westbound right-turn "deceleration" lanes from Zia Road onto Galisteo Road designed to NMDOT State Access Management Manual (SAMM) deceleration lane standards. *See* Exhibit C at 45; and

WHEREAS, expanding Zia Road to include the deceleration lanes according to SAMM standards requires the use of an undeveloped sliver of the north edge of Candelero Park, approximately one percent (1%) of its total area; and

WHEREAS, Land Use staff considered the TIA in its analysis and in its recommendation in the Staff Report, which recommended approving the development plan; however, the Governing Body approval did not take an express position regarding the deceleration lane or the impact on Candelero Park; and

WHEREAS, Zia Road is a heavily used roadway for commuters to travel from residential neighborhoods south of St. Francis Drive to access both Downtown Santa Fe and I-25; and

WHEREAS, construction on Zia Road to implement the Zia Station Preliminary Development Plan has begun and has a significant impact on the intersection of Zia Road and St. Francis Drive; an extended construction period will likely negatively impact use of the intersection by cars, bicycles, and pedestrians; and

WHEREAS, development plan contemplates improving the bike lane and sidewalk along Candelero Park and improving the median, with a high-intensity activated crosswalk signal with mid-street pedestrian refuge island (*see* Staff Report, Exhibit B), which will both increase pedestrian safety and overall access to Candelero Park; and

WHEREAS, according to the *City of Roswell v. Mitchell*, 1952-NMSC-027, ¶ 7, "[t]he power to regulate the use of the streets is a delegation of the police power of the state government and whatever reasonably tends to make regulation effective, is a proper exercise of that power"; and

WHEREAS, likewise, pursuant to NMSA 1978, Section 3-49-1, the City has broad authority to improve and expand City streets such as Zia Road; and

WHEREAS, because the City owns and controls Candelero Park, and has authority to expand Zia Road, it may apply for a lot line adjustment modifying the boundary of Candelero Park; and

WHEREAS, the Code allows the Land Use Director to review applications for "the adjustment of platted lot lines" (also known as resubdivisions or lot line adjustments) that increase or reduce the size of contiguous lots. *See* SFCC 1987, § 14-12.1 ("Definitions" and "Resubdivision"), and SFCC 1987, § 14-3.7 (D); and

WHEREAS, because the Land Use Director to review applications for lot line adjustments, the Director is the planning authority under the Code for the adjustment of platted lot lines, and the Governing Body, as property owner, may adjust the lot line of Candelero Park to make room for needed improvements to the Zia Road intersection; and

WHEREAS, the necessary improvements cannot be made without expanding Zia Road into a portion of the undeveloped part of Candelero Park immediately abutting Zia Road.

NOW, THEREFORE, BE IT RESOLVED BY THE GOVERNING BODY OF THE CITY OF SANTA FE that the City shall apply for a lot line adjustment along the northern portion of Candelero Park immediately abutting Zia Road to address the needed use of approximately one percent of Candelero Park for the deceleration lane and associated pedestrian improvements; and

BE IT FURTHER RESOLVED that the City Manager shall designate an agent to submit the lot line adjustment and take any other City administrative steps that may be required to facilitate the deceleration lane construction.

PASSED, APPROVED, and ADOPTED this _____day of _____, 2025.

_____

ALAN WEBBER, MAYOR

ATTEST:

_____

ANDREA SALAZAR, CITY CLERK

APPROVED AS TO FORM:



_____

ERIN K. McSHERRY, CITY ATTORNEY

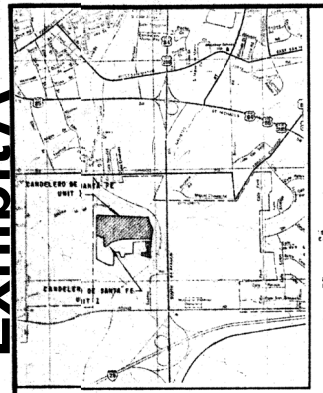
Legislation/2023/Resolutions/Zia Station Lot Line Adjustment for Deacceleration Lane

CANDELERO DE SANTA FE

UNIT II

CITY OF SANTA FE, NEW MEXICO

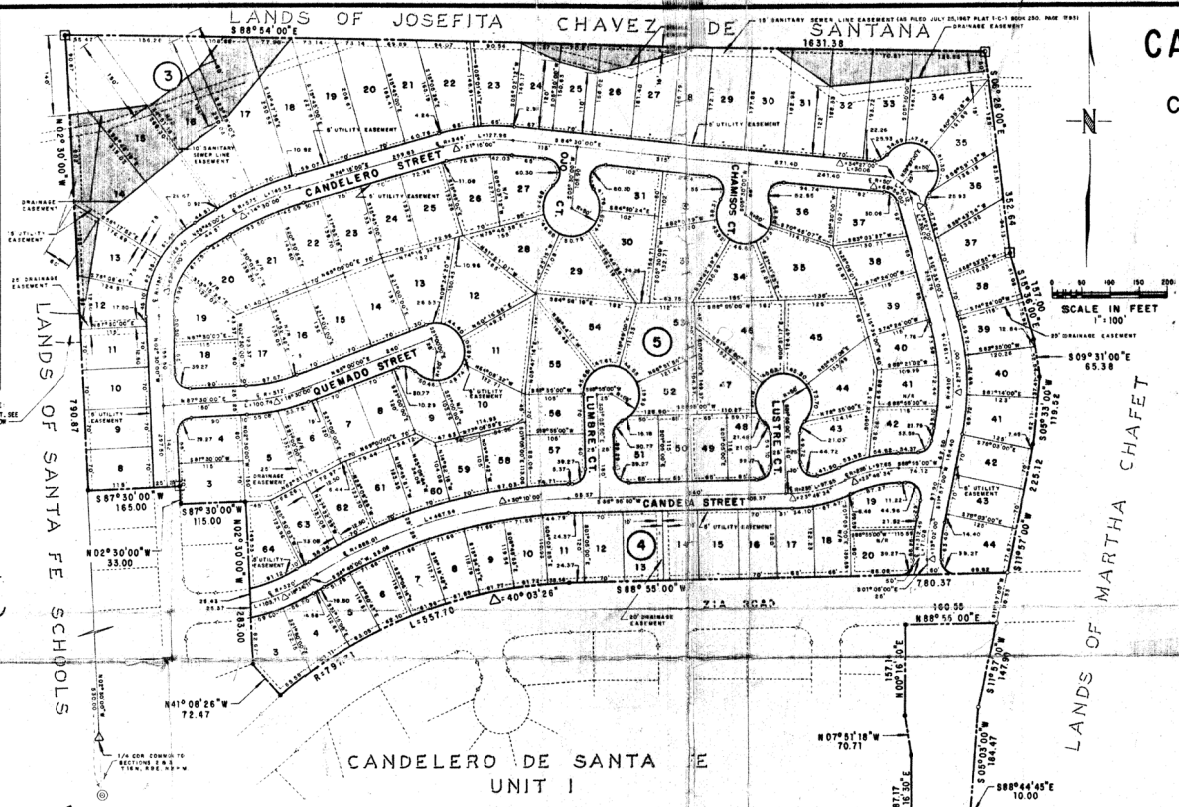
WITHIN SECTION 2, T16N, R9E, N.M.P.M.

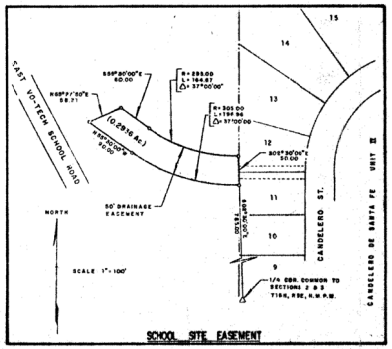


VICINITY MAP

0 .25 .5 Mile

NOTE: FOR EASEMENT, SEE INSET BELOW





DEDICATION

The foregoing subdivision of that certain tract of land situate in the City of Santa Fe, Santa Fe County, New Mexico, being and comprising a portion of Section 2, Township 16 North, Range 9 East, New Mexico Principal Meridian, and being more particularly described as follows:

UNIT II

Beginning at a point on the west line of said Section N 02°30'00" W, 330.00 feet from the 1/4 corner common to Sections 2 and 3, T. 16 N., R. 9 E., N.M.P.M., said point also being the S.W. corner and point of beginning of the tract herein described; thence N 02°30'00" W, 790.87 feet to the N.W. corner of the tract herein described; thence S 88°54'00" E, 1,631.38 feet to the N.E. corner of the tract herein described; thence S 06°28'00" E, 352.64 feet; thence S 15°36'00" E, 157.00 feet; thence S 15°31'00" E, 65.38 feet; thence S 05° 33'00" W, 119.52 feet; thence S 31°57'00" W, 228.12 feet to the S.E. corner of the tract herein described thence S 88°55'00" W, 780.37 feet to a point of curvature; thence 557.70 feet along the arc of a curve to the left having a radius of 797.71 feet through a central angle of 40°03'26" to a point on said curve; thence N 41°08'26" W, 72.47 feet; thence N 02°30'00" W, 283.00 feet; thence S 87°30'00" W, 115.00 feet; thence N 02°30'00" W, 33.00 feet; thence S 87°30'00" W, 165.00 feet to the S.W. corner and point of beginning of the tract herein set forth and containing 35.4448 acres, more or less.

PARK SITE

Beginning at the S.E. corner of the above mentioned Unit II; thence S 31°57'00" W, 90.33 feet to the N.E. corner and the point of beginning of the tract herein described; thence S 31°57'00" W, 141.90 feet; thence S 0°03'00" E, 184.47 feet; thence S 88°44'45" E, 10.00 feet; thence S 0°15'15" W, 395.00 feet to the S.E. corner of the tract herein described; thence N 88°44'45" W, 10.00 feet; thence N 68°00'00" W, 418.17 feet; thence S 81°00'41" W, 116.52 feet to the S.W. corner of the tract herein described thence N 00°16'30" E, 70.00 feet; thence S 89°43'30" E, 115.00 feet; thence N 0°16'30" E, 99.47 feet; thence S 89°43'30" E, 290.00 feet; thence N 0°16'30" E, 187.17 feet; thence N 07°51'18" W, 70.71 feet; thence N 0°16'30" E, 157.14 feet; thence N 88°55'00" E, 160.55 feet to the N.E corner and point of beginning of the tract herein set forth and containing 3.4829 acres, more or less.

Now being identified as Candelero de Santa Fe, Unit II. And now hereon shown, surveyed and subdivided, the public thoroughfares and park and the dedication of utility easements to build, construct, operate and maintain underground electric power, transmission and communication lines, under and through the lands herein shown, and to install all necessary conduits, wires and other equipment or fixtures necessary to maintain the said power and communication lines, through and on the surface of said lands at or near the points hereinafter designated, as the course of said underground power and communication lines under and through said lands, together with free ingress and egress in, from, and over said easements with rights and privileges of going upon and across said lands for the purposes of maintaining said lines; and the streets and park shown hereon are hereby dedicated to the public for its use as such forever, that drainage easements and rights of way shown hereon are hereby granted to insure the unimpeded flow of storm waters through this subdivision, all of the East of Candelero de Santa Fe, Unit II, Santa Fe, New Mexico, is with free consent and in accordance with the desires of the undersigned owners, and proprietors thereof.

Notary Public: _____

My Commission Expires: _____

WESTERN DEVELOPMENT COMPANY

By: _____

B.K. Johnson, Vice President for Gerhard Muller, President
for Florence Muller, Secretary

STATE OF NEW MEXICO)
COUNTY OF BERNALILLO) ss.

The foregoing instrument was acknowledged before me this 8th day of May, 1978, by Gerhard Muller, President of Western Development Company, a New Mexico corporation, on behalf of said corporation.

Notary Public: Patricia A. Wheeler

My Commission Expires: 4-19-80

AFFIDAVIT

This subdivision lies within the planning or platting jurisdiction of the City of Santa Fe, New Mexico.

WESTERN DEVELOPMENT COMPANY

By: _____

B.K. Johnson, Vice President

STATE OF NEW MEXICO)
COUNTY OF BERNALILLO) ss.

The foregoing instrument was acknowledged before me this 8th day of May, 1978, by Gerhard Muller, President of Western Development Company, a New Mexico corporation, on behalf of said corporation.

Notary Public: Patricia A. Wheeler

My Commission Expires: 4-19-80

419,984

STATE OF NEW MEXICO)
COUNTY OF SANTA FE)SS
I am my Hand and Seal of Office
DANNY ORTIZ
By: _____ Deputy
Clerk, Santa Fe County, N.M.

I hereby certify that this instrument was filed for record on the 10 day of May A.D. 1978 at 2:14 o'clock P. M. and was duly recorded in my book, 63 page 15 of the records of Santa Fe county.

SCALE: 1" = 100 FT.

Notary Public: Joyce Gardner

My Commission Expires: 4/28/79

AMEC

By: Charles A. Haegelin, Executive Vice President

STATE OF NEW MEXICO)
COUNTY OF BERNALILLO) ss.

The foregoing instrument was acknowledged before me this 1st day of May, 1978, by Charles A. Haegelin, Executive Vice President of AMEC, a New Mexico corporation, on behalf of said corporation.

APPROVAL by CITY ENGINEER

The plat hereon delineated was approved by the City Engineer of the City of Santa Fe, New Mexico, on the 10 day of May, 1978.

City Engineer

ACCEPTANCE BY CITY COUNCIL

The plat hereon delineated was approved and accepted by the City Council of the City of Santa Fe, New Mexico, at its meeting on the 24th day of April, 1978.

Mayor — City Clerk

APPROVAL by JOINT CITY COUNTY PLANNING COMMISSION

The plat hereon delineated was approved for filing by the Joint City County Planning Commission of the City of Santa Fe, New Mexico, on the 16th day of March, 1978.

Chairman — Secretary

APPROVED:

City Planner — May 10, 1978 Date

Public Service Co. of New Mexico (Power) — 5-5-78 Date

Public Service Co. of New Mexico (Water) — 5-5-78 Date

Mountain Bell Telephone — 4-27-78 Date

Gas Company of New Mexico — 4-27-78 Date

LEGEND

- □ PERMANENT SURVEY MONUMENT (CONCRETE)
- ● BOUNDARY CONTROL (FOUND IN PLACE)
- ○ BOUNDARY CONTROL (TO BE SET WITH 3/4" IRON PIPE)
- ◎ BLOCK CONTROL

NOTES:

1. Unless shown R/R, lot lines are 90° to street lines or are radial thereto.
2. All dimensions along curved lines are measured along the rc.
3. Unless otherwise shown, block corners have a radius of 25 ft, a central angle of 90° and an arc distance of 39.2 feet.
4. All easements shown hereon are both drainage and utility easements combined and are reserved where shown by dashed lines, being 14 feet in width centered on rear lot lines and 10 feet in width centered on side lot lines, except as noted.

SURVEYOR'S CERTIFICATE:

This is to certify that this survey was prepared under my direct supervision and is true and correct to the best of my knowledge and belief.

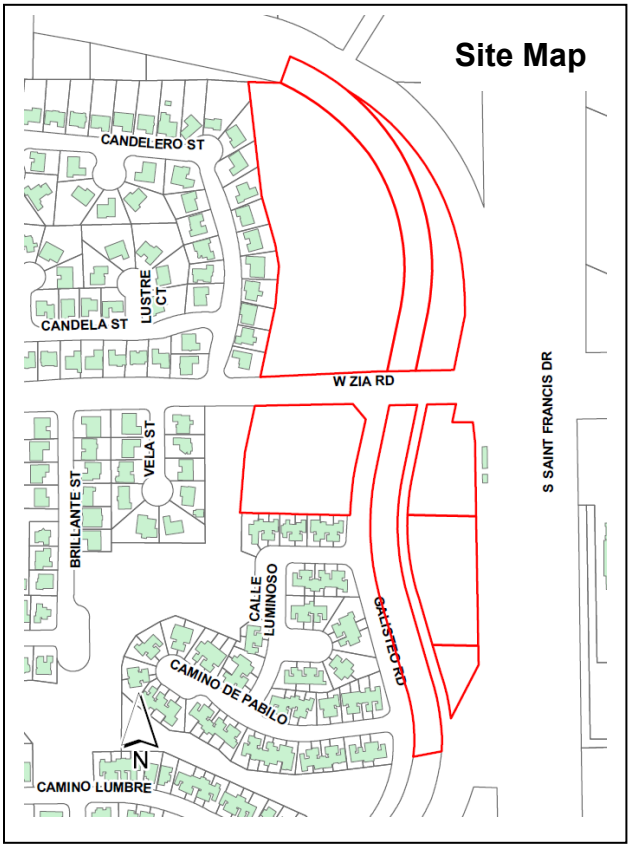
Robert L. Aldrich
N.M.L.S. No. 5817

5/9/78
Date

Exhibit B

Land Use Department
Planning Commission Staff Report

Case No:	2021-3662 & 2021-4647
Hearing Date:	March 17, 2022
Applicant:	Zia Flats, LLC
Request:	Vacation and Dedication Plat and Final Development Plan
Location:	Zia Road and St. Francis Drive
Case Mgr.:	Lee Logston
Zoning:	C-2 PUD (General Commercial- Planned Unit Development)
Overlay:	None
Pre-app Mtg:	February 6, 2020
ENN Mtg:	October 29, 2020
Proposal:	Right of Way Vacation and Dedication Plat approval and Final Development Plan approval for 244 dwelling units on approximately 10.16 acres



Case # 2021-3662. Zia Station Right of Way Vacation and Dedication Plat. JenkinsGavin, Inc., Agent, for Zia Station, LLC, Owner, requests approval of a Partial Vacation and Dedication Plat for Galisteo Road for properties located at the northwest and southwest corners of St. Francis Drive and Zia Road. The properties are zoned C-2 PUD (General Commercial- Planned Unit Development), and comprise a total of approximately 22.7 acres. (Lee Logston, Case Manager, lrlogston@santafenm.gov, 955-6136). **(POSTPONED FROM FEBRUARY 17, 2022)**

Case #2021-4647. Zia Flats Final Development Plan (Zia Station, Phase 1A). JenkinsGavin, Inc., Agent, for Zia Flats, LLC, Owner, requests Final Development Plan Approval for a 244-unit multi-family development at the northwest corner of St. Francis Drive and Zia Road. The property is zoned C-2 PUD (General Commercial, Planned Unit Development) and is approximately 10.16 acres. (Lee Logston, Case Manager, lrlogston@santafenm.gov, 955-6136). **(POSTPONED FROM FEBRUARY 17, 2022)**

I. RECOMMENDATION:

The Commission should **APPROVE** the Vacation and Dedication Plat (Case #2021-3662).

The Commission should **APPROVE** the Final Development Plan (Case #2021-4647).

A recommendation for **denial** of the vacation and dedication plat would render the proposed final development plan infeasible, in which case a **recommendation for denial of the final development plan would be appropriate**.

Four motions will be required, in the following order, for this case:

- *Approve or deny the Vacation and Dedication plat for Case #2021-3662;*
- *Approve or deny the Final Development Plan for Case #2021-4647, subject to the conditions of approval and technical corrections recommended by staff;*
- *Approve or amend the Findings of Fact and Conclusions of Law for Case #2021-3662 (Exhibit A(1))*
- *Approve or amend the Findings of Fact and Conclusions of Law for Case #2021-4647 (Exhibit A(2))*

II. CONDITIONS OF APPROVAL

Staff recommends the following conditions of approval to **the final development plan** for Case #2021-4647:

#	Condition of Approval	Dept. or Division	To be completed:
1	All roadway improvements associated with the development shall be constructed prior to occupancy of Phase IA of the development. This includes all improvements on Zia Road and Galisteo Road, including the realignment. Tie Galisteo Road improvements into the existing Zia Rail Runner Station driveway.	Traffic Engineering Division	Issuance of any Certificate of Occupancy for Phase 1A
2	Drainage Facilities Maintenance note and engineer's storm water infrastructure certification shall be placed on the Plat or Development Plan.	Land Use/Terrain Management	Prior to Recordation
3	An approved Water Plan and Agreement to Construct and Dedicate (ACD) from the Water Division will be required.	Public Utilities/Water	Prior to Recordation
4	Any grading impacting existing water mains must maintain 4-foot cover, not to exceed 5-foot cover over mains. Mains must be adjusted to new grade as needed.	Public Utilities/Water	Prior to Recordation
5	The existing sewer easement shall be increased to a 25 foot width.	Public Utilities/Wastewater	Prior to Recordation
6	The existing public sewer lines and	Public Utilities/Wastewater	Prior to

	manholes shall be replaced and relocated. Alternatively, they shall be rehabilitated utilizing trenchless technology or be excavated and replaced.		Recordation
7	A revised dumpster plan must be approved by the Environmental Services Division	Environmental Services	Prior to Recordation

Following standard practice, City staff will provide the surveyor redline comments and the surveyor shall make any necessary changes to comply with technical corrections and to submit the corrected plat in Mylar. The "technical corrections" that staff recommend must be made to the development plan and preliminary subdivision plat prior to recordation are listed in Exhibit B(1).

III. EXECUTIVE SUMMARY:

Zia Station is a mixed-use Planned Unit Development designed as a pedestrian and transit-oriented community, utilizing the site's multi-modal transit options, including the Rail Runner Station, Rail Trail, and Santa Fe Trails bus service. Two components make up the request before the Planning Commission:

1. A partial vacation of right of way (ROW) and dedication plat (Case #2020-3662).
2. A final development plan proposal for 244 multi-family residential units on 10.16 acres (Case #2021-4647 - Phase 1 of the Planning Commission approved preliminary development plan).

Approval of the ROW vacation and dedication plat is required in order to develop the land according to the preliminary development plan the Planning Commission recommended approval of in Case #2020-2901. Additionally, if the vacation and dedication plat is approved, administrative approval of the lot line adjustment (Case #2020-2902) by staff will follow.

As detailed in the preliminary development plan, the final development plan (Case # 2021-4647) is Phase 1A of the overall development. Phase 1A is comprised of 244 multi-family residential units.

IV. BACKGROUND

On February 4 and 18, 2021, the Planning Commission considered the following cases concurrently for the Zia Station development:

- Case #2020-2898 North Zia Station General Plan amendment: Low Density Residential to High Density Residential for 12.1 acres
- Case #2020-2914 South Zia Station General Plan amendment: Low Density Residential to Transitional Mixed Use for 2.2 acres
- Case #2020-2899 Zia Station Rezoning: R-1 Residential to C-2 PUD for 21.0 acres
- Case #2020-2900 Zia Station Rezoning: Removal of the project area from the South Central Highway Corridor Protection District for 21 acres
- Case #2020-2901 Zia Station Preliminary Development Plan: preliminary development plan approval for a mixed-use Planned Unit Development comprised of approximately 384 dwelling units, 84,000 square feet of office space, and 36,000 square feet of restaurant/retail space

The Planning Commission considered the vacation/dedication plat concurrently with its consideration of the General Plan amendments and rezonings, but did not approve the vacation/dedication plat, as City Code first requires a resolution by the Governing Body (referenced below). The Commission recommended approval of all five requests to the Governing Body and adopted Findings of Fact and Conclusions of Law reflecting its decision on March 4, 2021.

On April 6 and 8, 2021, the Governing Body considered partial vacation of Galisteo Road and dedication of new rights-of-way as part of the preliminary development plan concurrently with the General Plan amendments and rezonings necessary to develop the project area as proposed. The Governing Body approved the proposed General Plan amendments (Resolutions #2021-20 and #2021-21) and rezonings, establishing a C-2 PUD district (Ordinance #2021-8) and amending the boundaries of the South Central Highway Corridor Protection District to exclude the project area (Ordinance #2021-7). The Governing Body also approved a Preliminary Development Plan for the entire project area (Case #2020-2901), included a phasing plan as described below:

Phase 1 (North Parcels)

Phase 1A: 244-unit multi-family community on 10.16 acres (The Project)
Phase 1B: 14 Townhomes on 0.93 acres

Phase 2 (South Parcels)

Residential: 112 multi-family units and 14 townhomes
Office: 84,000 square feet
Retail/Restaurant: 36,000 square feet

The Governing Body adopted Findings of Fact and Conclusions of Law reflecting its decision on April 28, 2021 (Exhibit D(2)).

On July 14, 2021, the Governing Body adopted Resolution #2021-39 (Exhibit D(1)), approving the proposed partial vacation of the existing Galisteo Road public rights-of-way, contingent upon the Planning Commission's subsequent approval of the proposed vacation and the dedication of new rights-of-way in the new alignments, as shown in the approved preliminary development plan for the Property.

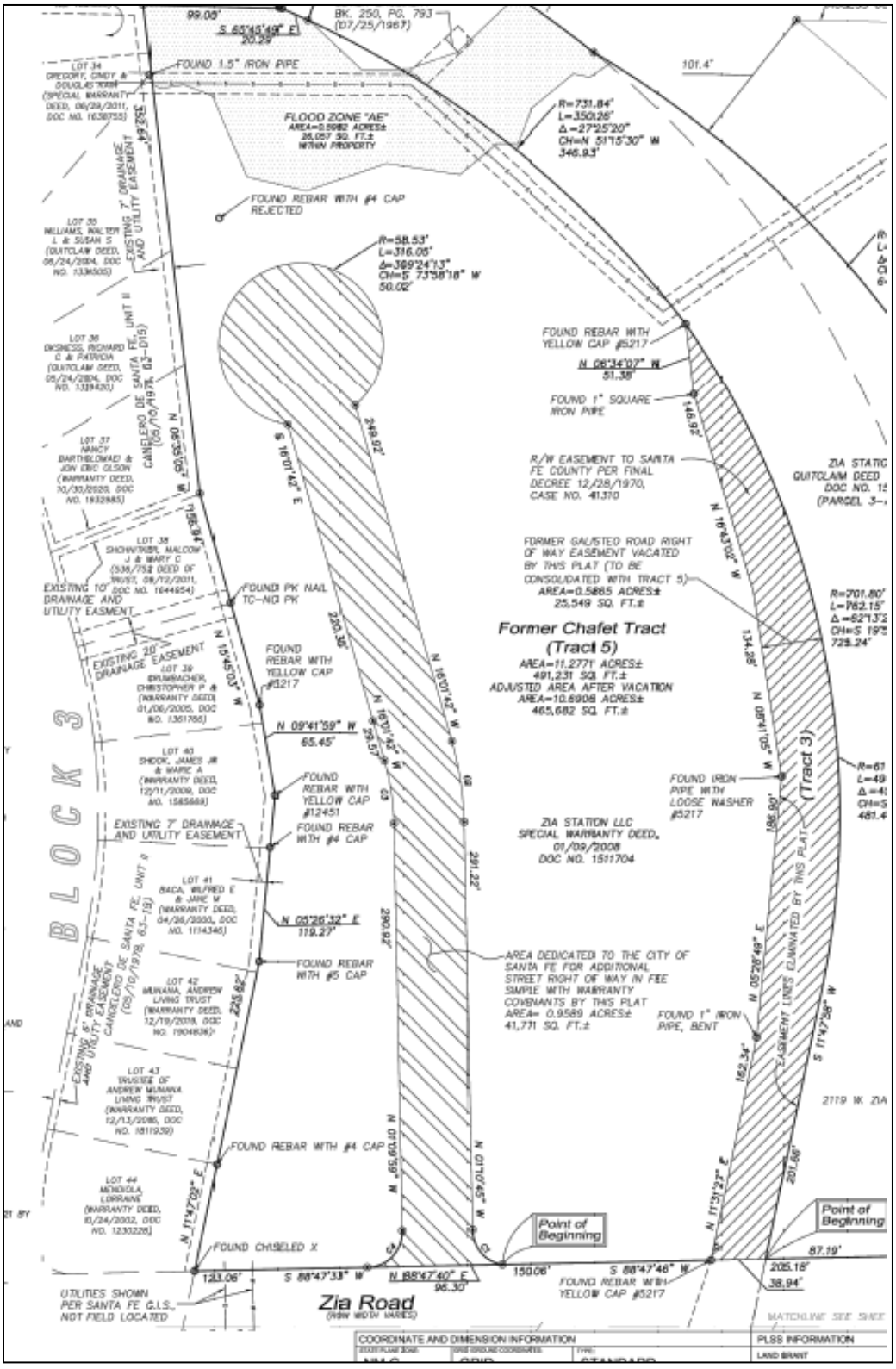
V. EXISTING CONDITIONS

The Phase 1A property is currently vacant, with the exception of the "kiss and ride" (passenger drop off only) rail passenger facility. Surrounding uses include the Candelero and Brillante Lane subdivisions to the west, somewhat dispersed single-family development to the north, retail/commercial and multi-family development to the east across St. Francis Drive, and assorted light industrial and commercial to the south. Surrounding zoning includes R-5 and R-7 to the west, R-1, R-4, and R-7 to the north, R-21, C-1, and SC1 to the east, and I-1 to the south.

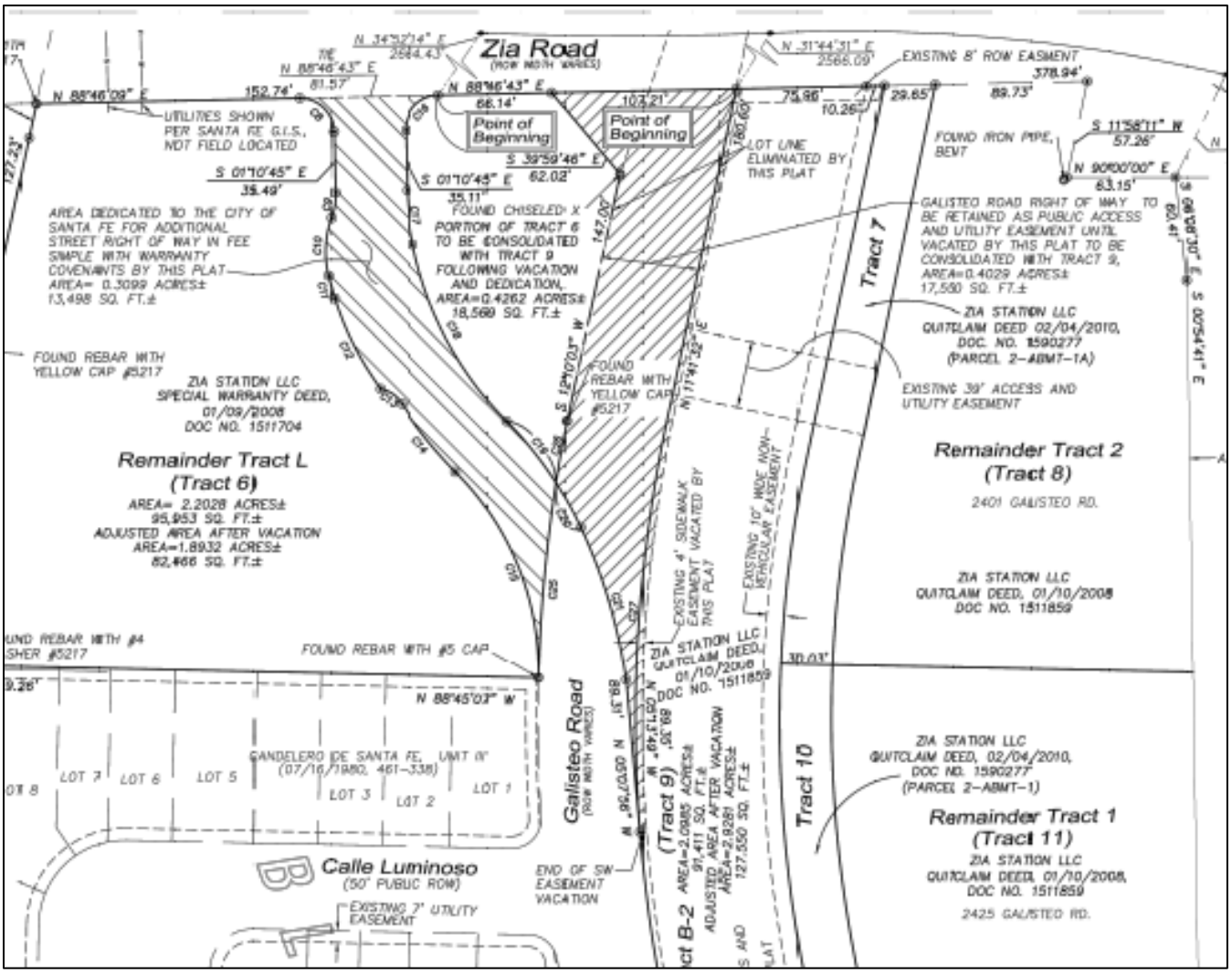
VI. GALISTEO REALIGNMENT

As mentioned above, Governing Body Resolution #2021-39 approved the vacation of portions of Galisteo Road rights-of-way (ROW) at its intersection with Zia Road. This approval was contingent on the Planning

Commission approving a plat that would vacate portions of the ROW south of Zia Road and dedicate ROW for a new alignment south of Zia Road, and dedicate new ROW north of Zia Road. Resolution #2021-39 describes the authority of the Planning Commission to approve vacation and dedication plats. The Resolution is included in Exhibit D(1).



The realignment of Galisteo requires the vacation of a portion of the existing right-of-way and dedication of new right-of-way to the City. The Right-of-Way Vacation and Dedication Plat submitted with this application represents a formal request for the City to vacate approximately 15,825 square feet of right-of-way and accept dedication of new right-of-way.



A Traffic Impact Analysis (TIA) was when the preliminary development plan for the entire 22-acre project area was considered. Among the findings was that the Galisteo/Zia intersection does not function well due to its proximity to St. Francis Drive, creating traffic delays, eastbound left-turn traffic stacking through the intersection, and other safety concerns. Based on the results of the TIA, the Galisteo/Zia intersection realignment and other required road improvements will provide more eastbound left-turn lane storage and greatly reducing the peak hour queues and delays. City Code requires that the Applicant relocate the existing waterline and any other utilities at the Applicant's expense and in coordination with the service providers.

The specific road improvements that will be required of the Applicant and constructed are detailed in the Development Plan section of this report (Section VIII, Project Analysis).

VII. VACATION AND DEDICATION PLAT CRITERIA; SECTION 23-1.2(C)(2)

Resolution #2021-39 approved *"The vacation of existing portions of the Galisteo Road Rights-of-Way at Galisteo Road's intersection with Zia Road, contingent on the Planning Commission's approval of the vacation of existing rights-of-way and the dedication of new Galisteo Road right-of-way south of Galisteo Road's intersection with Zia Road in a new alignment, and new Galisteo Road right-of-way north of Galisteo Road's intersection with Zia Road."*

The vacation process is addressed in NMSA 1978, Section 3-20-12: "*In approving the vacation or partial vacation of a plat, the planning authority of the municipality shall consider if the vacation or partial vacation of a plat will adversely affect the interests or rights of persons in contiguous territory or within the subdivision being vacated. In approving the vacation or partial vacation of a plat, the planning authority of the municipality may require that streets dedicated to the municipality in the original plat shall continue to be dedicated to the municipality."*

The vacation process is also addressed in SFCC 1987, Section 23-1.2: *"…Factors to be considered in vacation or partial vacation of a plat shall first be whether the public right-of-way continues to be a necessary part of the city's utility easements which should not be disturbed, whether the public right-of-way is a necessary and integral part of the city's traffic and neighborhood scheme for travel, balanced against other interests such as whether the public right-of-way is no longer needed or used as a public right-of-way or has become a public nuisance and no other reasonable remedy is available to abate the nuisance."*

The Planning Commission and the Governing Body demonstrate that, as required by State law, the "planning authority" of the City of Santa Fe, has decided that the partial vacation of Galisteo ROW and dedication of additional ROW is appropriate and will not adversely affect the interests or rights of persons in the area or within the City of Santa Fe. In addition, the proposed vacation and dedication plat meet all development standards and will not create or increase any non-conformities with Chapter 14; therefore, staff recommends approval.

SFCC 1987, Section 23-1.2 and NMSA 1978, Section 3-20-12 govern the Criteria for approval of vacation plats and are detailed below. As both SFCC 1987, Section 23-1.2 and NMSA 1978, Section 3-20-12 are written in paragraph form, rather than line-by-line criteria, Sections of the code are repeated in the table below to address different elements of the code.

SFCC 1987, Section 23-1.2(A): Whether the public right-of-way continues to be a necessary part of the city's utility easements which should not be disturbed;	**Criterion Met:** (Yes/No) **YES**
The vacation/dedication plat provides new utility easements in the realigned section of Galisteo south of Zia Road and in the new section of Galisteo Road to be dedicated and built to the north of Zia Road. The Applicant will relocate all utilities at its own expense, and the new alignment of Galisteo will continue to provide necessary utility service.	
SFCC 1987, Section 23-1.2(A): Whether the public right-of-way is a necessary and integral part of the city's traffic and neighborhood scheme for travel;	**Criterion Met:** (Yes/No) **YES**

The southern portion of right-of-way is a necessary and integral part of the area's road network, but its vacation and realignment will improve neighborhood travel by improving eastbound left-turn queuing at St. Francis Drive, as demonstrated in the Traffic Impact Analysis. Approval by the Planning Commission will require that the new right-of-way be dedicated, that the road built in the new alignment, and that the new road be accepted by the City before the existing portion of Galisteo is closed for public use. The modeling predicts that there will be no interruption of traffic service to the public and the City's traffic and pedestrian travel network will be improved. The new section of right-of-way to be dedicated and built on the northern portion of the property will serve new development to the north. Finally, the realigned intersection will enable the construction of the HAWK pedestrian crossing.	
SFCC 1987, Section 23-1.2(A): Other interests such as whether the public right-of-way is no longer needed or used as a public right-of-way or has become a public nuisance and no other reasonable remedy is available to abate the nuisance;	**Criterion Met:** (Yes/No) **YES**
As stated above, the right-of-way is still a necessary part of the City's transportation network and is not a nuisance. The overall traffic and pedestrian travel network are modeled to function at a higher level of service after the realignment of the southern Galisteo right-of-way, dedication of new right-of-way north of Galisteo, and construction of both roads in the new alignments. The modeling predicts that there will be no interruption of traffic service to the public and the City's traffic and pedestrian travel network will be improved.	
NMSA 1978, Section 3-20-12(B) & SFCC 1987, Section 23-1.2(C)(2): Whether the vacation will adversely affect the interests or rights of persons in contiguous territory;	**Criterion Met:** (Yes/No) **YES**
The vacation does not adversely affect the rights of any person in contiguous territory, because the Applicant and the City own all of the land in question. Furthermore, the vacation, realignment, and dedication of a new right-of-way is in the public's interest in that it moves the intersection of Galisteo Road and Zia Road further away from the intersection of Zia Road with St. Francis Drive, improving traffic stacking at the newly configured intersection at St. Francis Drive, and allows for the HAWK pedestrian crossing.	
SFCC 1987, Section 23-1.2(A): Whether at least seventy-five percent (75%) of the land owners adjacent to the ROW to be vacated approve of the vacation;	**Criterion Met:** (Yes/No) **YES**
The Applicant or the City owns all affected lands and therefore this criterion is met. There are no other owners who need to agree in order to reach 75% approval.	
SFCC 1987, Section 23-1.2(A): Whether the proposal would result in any property being landlocked (if so, the proposal cannot be approved); and	**Criterion Met:** (Yes/No) **YES**
The Applicant has proposed a lot line adjustment plat, which will create ten new tracts of land configured around the new alignment of Galisteo Road. With the approval of the proposed lot line adjustment, none of the new properties will be landlocked.	
SFCC 1987, Section 23-1.2(D): Whether the proposal will affect the existing rights of any utility.	**Criterion Met:** (Yes/No) **YES**
The vacation/dedication plat will provide new utility easements in the realigned section of Galisteo south of Zia Road and in the new section of Galisteo Road to be dedicated and built to the north of	

Zia Road. The Applicant is required to relocate all utilities at its own expense and, the new alignment of Galisteo will continue to provide necessary utility service.

VIII. PROJECT ANALYSIS: PHASE 1A FINAL DEVELOPMENT PLAN

Project Description

The Preliminary Development Plan approved by the Governing Body on April 8, 2021, established a Planned Unit Development that it required to be developed in phases and sub-phases. The first phase, Phase 1A, includes 244 multi-family units on 10.16 acres. The development plan also includes the following road improvements, which the Applicant is required, as a condition of the plan's approval, to complete before the City issues any Certificate of Occupancy for Phase 1A apartments:

1. Zia Road modifications to create three eastbound left-turn lanes and one through/right-turn lane, with associated bike lane and sidewalk improvements.
2. Realignment of the northern extent of Galisteo Road approximately 180 feet west.
3. New extension of Galisteo Road north of Zia Road to serve Phase 1.
4. Mid-block HAWK activated crosswalk with mid-street pedestrian refuge island.
5. Secondary, gated emergency access drive between St. Francis and Galisteo.

The development plan limits the proposed apartment buildings that front Galisteo to two stories, with the exception of the southern portion of one building at the northeast corner of Zia and Galisteo. The plan includes the remaining buildings, adjacent to St. Francis Drive, as three-stories. However, the plan requires that the finished floor elevation of the three-story buildings is 18 feet below the grade of St. Francis Drive.

The development plan includes community amenities such as landscaped courtyards, pool, fitness center, resident lounges, and sky decks. The plan also includes Rail Trail access via connections to the sidewalk on Zia Road, which will also provide direct access to the Rail Runner Station via a new HAWK pedestrian crossing of Zia Road. In addition, the plan includes development of a 0.91-acre parcel at the northeast corner of the site as a dog park, adjacent to the Rail Trail and the St. Francis underpass.

Parking

Parking for the Phase 1A residences is planned to include a combination of surface, covered, and garage spaces. The required parking is outlined below:

	Number	Size	Spaces	Required	Provided
Apartments	196	< 800 sf	1.25 per unit	245	
Apartments	48	800-1200 sf	1.5 per unit	72	
Total Parking				317	334

**Includes 249 Surface Spaces (12 ADA Accessible Spaces), 48 Garage Spaces (1 ADA space), and 29 Carport Spaces (1 ADA space)*

In addition, the new north extension of Galisteo Road will include 17 public on-street parking spaces, which will offset the loss of the existing Rail Trail trailhead parking area.

Access and Traffic

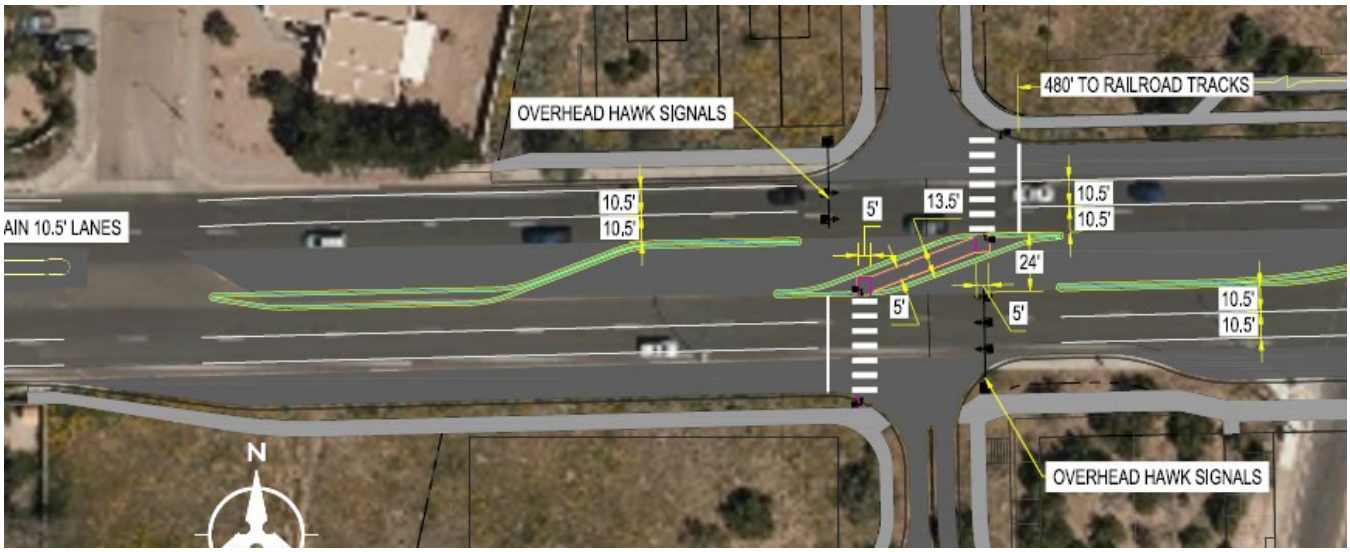
The plan includes access to Zia Flats via the new north extension of Galisteo Road, which is required to be dedicated as a 50-foot public right-of-way terminating in a cul-de-sac. The roadway is required to be constructed substantially in conformance with sub-collector standards. However, in accordance with SFCC 1987, Subsection 14-9.2(B)(3), staff requests approval of an "innovative street design", providing on-street parallel parking on the east side with sidewalks at the back of curb in order to better accommodate entering and exiting vehicles. The requisite street trees are proposed in the five-foot planting strip behind the sidewalk. The intersection with Zia Road is limited to a right-in/right-out/left-in access. Lastly, a gated, secondary emergency access drive will be constructed on Zia Road between Galisteo and St. Francis.

Phase 1A road improvements in the plan include the realignment of Galisteo Road on the south side of Zia approximately 180 feet west of St. Francis, which would increase the eastbound queue capacity at St. Francis. Three access points to Phase 2 have been preliminarily approved on the realigned southern section of Galisteo Road. In addition, the plan's modifications to Zia Road would create a "complete street" and would include the construction of three eastbound left-turn lanes at St. Francis Drive and eastbound and westbound right-turn lanes and left-turn lanes at Galisteo, as well as bike lanes. In order to enhance and celebrate the pedestrian experience on Zia, the plan includes increasing the sidewalk width on the north side to 6-feet with the addition of a 5-foot planter strip. On the south side, the plan includes an increase of the sidewalk width to 8-feet separated from the roadway with a 7-foot planter strip.

Bohannan Huston, Inc. prepared a Traffic Impact Analysis (TIA) for the submission of the Preliminary Development Plan. The executive summary of the TIA is re-submitted as an attachment to this memo for your reference (Exhibit E(3)). The scope of the Analysis was established in coordination with the City Public Works Department and the NMDOT. The findings of the TIA were discussed at length at preliminary development plan stage. A summary of the findings can be found in the Applicant's Project Report (Exhibit E(1), page 5). No new additional traffic analysis was required for this final development plan.

Pedestrian and Bicycle Connectivity

In order to prioritize pedestrian and cyclist safety and connectivity between the north and south phases of the Zia Station development, a signalized High-Intensity Activated Crosswalk (HAWK) pedestrian crossing is proposed at the intersection of the realigned Galisteo Road and Zia Road. A HAWK is a signalized crossing that operates in a yellow-red-flashing red sequence to alert motorists that pedestrians or cyclists need to cross the road. Unlike traffic signals, the HAWK only operates when a pedestrian pushes the crossing button. The HAWK signal proposed is a two-stage crossing, with count down heads and buttons in the median. The proposed HAWK signal would be connected to the Rail Runner control cabinet as an additional safety measure. As a train is coming, the HAWK is designed to be temporarily disabled to prevent westbound vehicles from backing onto the tracks. After traffic clears, the HAWK is designed to permit pedestrians and/or cyclists to cross. The proposed HAWK crossing would coordinate with the St. Francis Drive/Zia Road signal timing and modeling demonstrates that it will have no impact on the intersection. This design is used successfully elsewhere, and will be the first pedestrian crossing of its type in Santa Fe.



Proposed HAWK pedestrian crossing at realigned Galisteo Street, also showing U-turn accommodations just east of Galisteo, where the ROW is widened for a deceleration/right turn lane.

Terrain Management

Phase 1 terrain slopes from east to west with an overall grade change of approximately 20 feet. The Arroyo de los Chamisos traverses the north end of the site. The plan proposes that the apartment buildings will be stepped in some locations to match the natural terrain. Retaining walls are proposed along Zia and St. Francis. The Plan proposes that storm water will be harvested in landscaped areas and directed to a detention pond incorporated into the landscaped open space north of the townhomes. Per SFCC requirements, the proposed on-site detention is adequate to ensure that there will be no new runoff to the Arroyo due to development of the land.

The proposed water harvesting for the project would capitalize on surface collection and passive water harvesting to help support new landscaping. Passive water harvesting strategies in the plan include sloping impermeable surfaces such as sidewalks and paved areas to direct runoff to landscape planting areas, fine grading swales for surface water harvesting, installing curb cuts at parking/roadway medians to divert water to planter medians, and directing rainwater from roof canales/downspouts to adjacent planter beds.

Water and Sewer

Water is available via lines in Zia and Galisteo Roads and sewer connections will be made at the manhole in Zia east of Candelero Street and at the Arroyo de los Chamisos line. The plan provides that service will be provided to Zia Flats via a combination of public and private lines. Gated access for maintenance of the Arroyo de los Chamisos sewer line would be provided at the north end of the Galisteo cul-de-sac. There is an existing waterline in the portion of Galisteo Road to be realigned, which would be relocated as part of the roadway construction.

Water Budget

The Phase 1 Water Budget is estimated at 24.38 acre feet per year, and the water demand offset for the market rate units, inclusive of the required 9.8% contingency per SFCC 1987 Section 14-8.13(E)(1), is 24.43 acre feet per year. In accordance with the City's requirements, water rights will be provided to offset

the project's water demand. The Applicant will acquire water rights to offset the project's water demand in accordance with SFCC Section 14-8.13. Water Budgets are included in Exhibit E(2).

Landscaping and Open Space
In Phase 1, a minimum of 250 square feet of open space is required per ground floor dwelling unit per SFCC 1987, Subsection14-7.5(D)(8)(c). The open space calculation is as follows:

	Required	Type	Provided
Apartments	250 sf x 70 ground floor units = 17,500 sf	Common Open Space	126,000 sf

The project landscape approach is tailored to provide a range of enjoyable outdoor areas for public use, to provide an urban tree canopy of diverse species to help reduce heat island effect, and to transition to native landscapes along property edges. Plant selections focus on drought tolerant, pest resistant, and appropriate species that are viable in urban/semi-urban settings. The proposed diverse combination of native and introduced plant species will provide biodiversity, wildlife habitat, and resilience to climate shifts.

Common open space planned within the residential areas of Phase 1 includes a range of active and passive gathering spaces for residents. For the apartments, this includes a pool area with spa, ramada, and lounge areas adjacent to the main entrance/lobby. Three additional common areas among apartment buildings are proposed to serve as passive gathering areas with seating and fire pits. A central north-south pedestrian corridor connects the apartment buildings to the Zia Road sidewalk to the south. The plan includes a detention pond along the northwest side of the new Galisteo Road that will be planted with a range of native trees and shrubs to evolve into a dense riparian buffer between the new development and existing residential properties. Lastly, the plan includes a 0.9-acre fenced dog park that would be accessed from the existing Santa Fe Rail Trail and would be available for use by both dog-owner residents of the proposed development and the public at large.

New sidewalks along Galisteo Road, Zia Road, and internally will provide connectivity within the new development and link to existing perimeter urban trails and sidewalks. This pedestrian environment will be more appealing and safer with the additional shade from street tree canopies and landscaped buffers between walkways and roadways.

Fire Protection and Emergency Access
All buildings are required to be equipped with automatic fire suppression and, in accordance with IFC requirements, the drive lanes are required to be 26 feet wide adjacent to three-story buildings. The plan includes access to the Phase 1 apartment parking areas through controlled vehicular gates that will be equipped with emergency access strobes. The plan includes new fire hydrants at requisite intervals and Fire Department Connections to building standpipe systems will be provided where required. The required twenty-foot secondary emergency access drive on Zia Road will serve Phase 1. The fire lane will be gated and equipped with an emergency access strobe.

Lighting
The plan includes LED fixtures mounted at a height of 25 feet that will provide lighting to all parking areas in the Phase 1 apartment complex. It also includes shielding for all lighting to prevent light pollution in

accordance with the New Mexico Dark Skies Ordinance and shall comply with SFCC 1987 Section 14-8.9.

Environmental Review: Archaeology and Prairie Dogs
The subject parcels are located within both the Suburban and the River & Trails Archaeological Districts. An archaeology survey of the entire Zia Station property (NMCRIS No. 146734) was reviewed by the City's Archaeological Review Committee, and clearance was issued in Case #2020-003016-ARC. No significant sites were identified. The applicant is required to assess the site for Gunnison's prairie dogs and to relocate any colonies prior to issuance of construction permits.

Santa Fe HOMES Program
As previously presented to Planning Commission and City Council with the Zia Station applications, the Applicant proposes that 10% of the residential units (24 units) will be priced affordably for a period of ten years. In particular, this means that rents may not exceed the Fair Market Rent (FMR) for Santa Fe County as established by the Department of Housing and Urban Development (HUD). In accordance with the SFHP, the Applicant requests the following development incentives:

- Waiver of 20% of the following fees as calculated for the project: Development Review Application Fees, Construction Permit Fees, Impact Fees, and Utility Expansion Charges.
- Waiver of water demand offsets for the 24 affordable units per SFCC Section 14-8.13(B)(5).

Further, the Applicant is also required to provide a 5% Fee-in-Lieu, calculated according to SFHP methodology. The executed HOMES proposal is included in Exhibit E(4).

Architectural Design
A high architectural standard is proposed, utilizing traditional vernacular and contemporary expressions of "Santa Fe Style". The buildings proposed will harmonize with one another and their surroundings, while eschewing homogeny. This anticipated outcome was achieved through engaging with several local architects to create a diverse architectural vision. The Applicant has demonstrated that the proposed buildings comply with SFCC Table 14-8.7-2: Architectural Design Standards and Point Allocations.

Construction Phasing for Phase 1A
After approval of the development plan, construction for the Zia Flats project is required to proceed according to the attached Construction Phasing Plan. The infrastructure for each phase, as depicted, will meet the applicable level of completion standards for multi-family development projects, per the City of Santa Fe Infrastructure Completion Policy (ICP). Once the infrastructure is complete for each phase and has been approved by the City Engineer per the ICP's Partial Completion guidelines, vertical construction will be permitted on a phase-by-phase basis. Similarly, the building in each phase will be eligible for a Certificate of Occupancy upon Substantial Completion of the infrastructure for that phase.

IX. DEVELOPMENT PLAN APPROVAL CRITERIA SECTION 14-3.8(D)(1)

The proposed development plan meets all development standards and will not create or increase any non-conformities with Chapter 14; therefore, staff recommends approval. SFCC Section 14-3.8 governs the authority, procedures, and restrictions for development plans. The Criteria for approval of Development Plans are detailed below:

Criterion 1: that the Planning Commission has the authority and is empowered to approve the development plan under the section of Chapter 14 described in the application;	**Criterion Met:** (Yes/No) **YES**
Santa Fe City Code (SFCC) Subsection 14-3.8(B)(3)(a) requires a development plan for development with a gross floor area of over thirty thousand square feet in any zone. SFCC 1987 Section 14-3.8(B)(3)(b), a new development with a gross floor area of ten thousand (10,000) square feet in the C-2 zone requires a development plan. The property was rezoned to C-2 PUD (General Commercial – Planned Unit Development on April 8, 2021.The Phase 1A apartments comprise 197,897 square feet. Subsection 14-2.3(C)(1) authorizes the Planning Commission to review and approve or disapprove development plans.	
Criterion 2: that approving the development plan will not adversely affect the public interest; and	**Criterion Met:** (Yes/No) **YES**
The Governing Body has implemented the General Plan and ordinances in order to establish minimum standards for health, safety and welfare affecting land uses and developments as a means to protect the public interest. Subject to staff recommended conditions of approval, the proposed development plan complies with SFCC Chapter 14 and would not adversely affect the public interest. The Zia Flats (Zia Station, Phase 1A) project serves the public interest through the provision of much-needed housing, including affordable housing, in a mixed-use, walkable environment, with access to multi-modal transit options. The project will also construct critical roadway improvements to ameliorate existing congestion issues and improve pedestrian connectivity.	
Criterion 3: that the use and any associated buildings are compatible with and adaptable to buildings, structures and uses of the abutting property and other properties in the vicinity of the premises under consideration.	**Criterion Met:** (Yes/No) **YES**
The subject property is located in a mixed-use area comprising significant commercial and multi-family development. The proposed uses and scale of the project are compatible with land uses in the vicinity, while serving as an appropriate transition between the adjacent existing residential development and the St. Francis corridor.	

X. EARLY NEIGHBORHOOD NOTIFICATION

Early Neighborhood Notification (ENN) is not required for Final Development Plan approval. A series of ENNs and other meetings with residents have occurred throughout the process of consideration of this application. The applicant has displayed the ROW vacation and dedication plat for the public throughout this process at the various ENNs, other public meetings, and public hearings. ENN notes from the official ENN on October 9, 2020 can be found in Exhibit E(5).

XI. EXPIRATION

SFCC 1987 Chapter 14 and Chapter 23 provide no expiration provisions for a vacation and dedication plat. It is by its nature a final action with no expiration.

Per SFCC 1987 Subsection 14-3.19(B)(4), “Approval of a final development plan … shall expire three years after final action approving it unless actual development of the site or offsite improvements has begun and is continued pursuant to Subsection 14-3.19(B)(6).” Therefore, should the Commission approve the final development plan and adopt Findings of Fact and Conclusions of Law at this hearing, the expiration date would be March 17, 2025.

XII. ATTACHMENTS:

EXHIBIT A: Draft Findings of Fact and Conclusions of Law
1. Case #2021-3662
2. Case #2021-4647

EXHIBIT B: Development Review Team Memoranda
1. Compiled Technical Corrections
2. Traffic Review
3. MPO Review
4. Terrain Management & ADA Review
5. Water Engineering Division Review
6. Wastewater Division Review
7. Landscape Review
8. Solid Waste Review
9. Fire Review

EXHIBIT C: Maps and Photos

EXHIBIT D: Supporting Material
1. Resolution 2021-39: Approved ROW Vacation & Dedication
2. Governing Body Findings of Fact and Conclusions of Law Case #2020-2901
3. Building Site Sections

EXHIBIT E: Applicant Materials
1. Application Report
2. Water Budgets
3. TIA Executive Summary
4. Santa Fe Homes Proposal
5. ENN Notes
6. Proposed Development Plan

APPROVED BY:

Title	Name	Initials
Interim Planning and Land Use Director	Jason Kluck	*JMK*
Land Use Department Case Manager	Lee Logston. AICP	*LL*

Exhibit C

Bohannan Huston

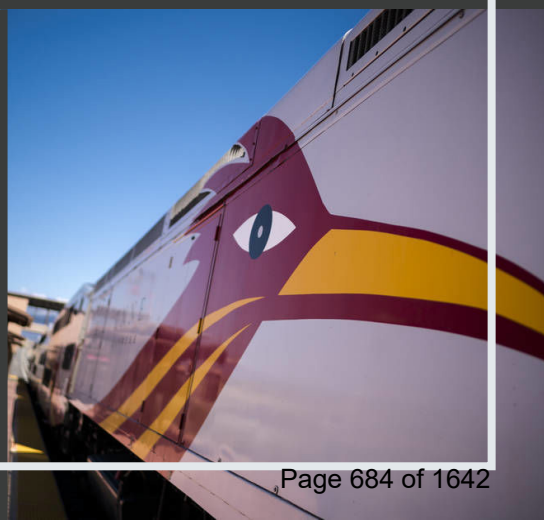
JENKINSGAVIN
LAND USE | PROJECT MANAGEMENT

ZIA STATION
TRAFFIC IMPACT ANALYSIS
NOVEMBER 2020









ZIA STATION TRAFFIC IMPACT ANALYSIS

Date:

November 2020

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Eric J. Wrage 11/23/2020

Eric J. Wrage, PE, PTOE, RSP1 **November 23, 2020**

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I. INTRODUCTION AND SUMMARY

Zia Station, LLC proposes to develop vacant land surrounding the Zia Rail Runner Station west of St Francis Drive and north and south of Zia Road. The proposed development will include retail, office, and residential land uses in addition to two parking garages.

A. STUDY PURPOSE

The purpose of the traffic study is to determine the impacts of the proposed development on the surrounding roadway network, evaluate the operation of the proposed site entrances, and to recommend any mitigation measures that may be necessary to support additional traffic generated by the new development.

B. EXECUTIVE SUMMARY

1. SITE LOCATION AND STUDY AREA

The site is located west of St Francis at Zia in Santa Fe, New Mexico. A vicinity map and site plan are shown in Figure 1, and the porposed site plan of the future development is shown in Figure 2.

The study area consists of the following intersections:

- St Francis Drive and Siringo Road
- St Francis Drive and Zia Road
- St Francis Drive and Sawmill Road
- Galisteo Road and Zia Road
- Galisteo Road and Calle Luminoso
- Galisteo Road and Camino de Pabilo
- Galisteo Road and Rodeo Road
- Zia Road and Candelero Street

The intersection evaluations include analysis for the AM and PM peak hours for the following traffic conditions:

- Existing traffic (2020)
- 2024 Completion Year without proposed development (2024 No Build)
- 2024 Completion Year with buildout of the site (2024 Build)

2. PRINCIPAL FINDINGS

The traffic analysis found the St Francis and Zia signalized intersection does not operate at acceptable levels of service under the Existing 2020 and 2024 No Build. Proposed improvements to the eastbound approach are expected to help improve the operation of the intersection in 2024 Build.

In the existing and no build analyses, the St Francis Drive and Siringo Road signalized intersection operates overall acceptably in all analysis periods in the AM but is overall LOS F in most 15-minute analysis periods in the PM. St Francis Drive and Zia Road operates overall F in most analysis periods in the AM and PM, with oversaturated conditions and queueing in the eastbound left lane. St Francis Drive and Sawmill Road operates overall acceptably in all analysis periods in the AM and PM. Each intersection has numerous movements that operate at LOS E or worse in the AM and PM.

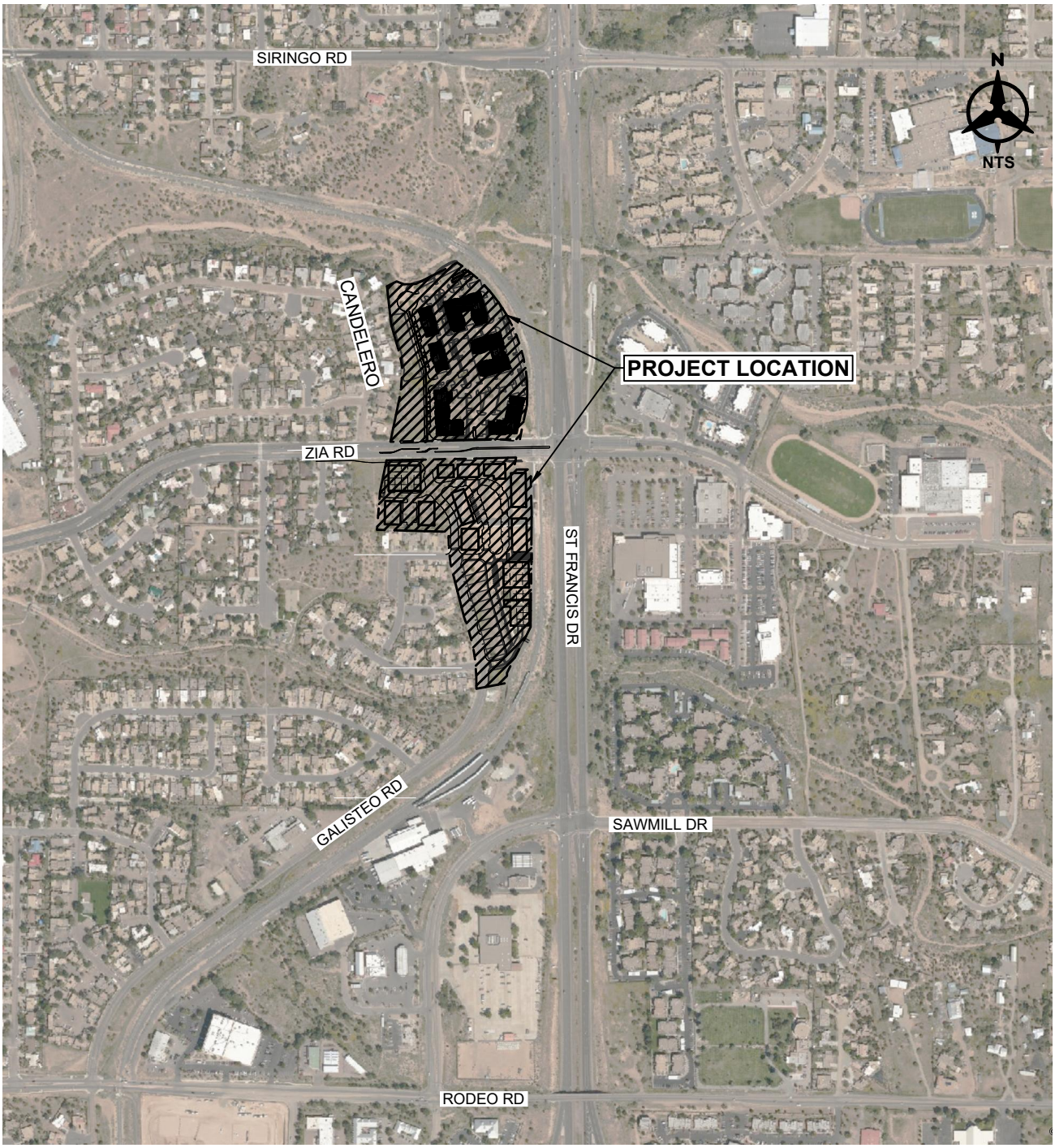
In the build analysis, St Francis Drive and Zia Road operates at an overall acceptable LOS in all 15-minute analysis periods in the AM. In the PM, four analysis periods will operate at overall LOS E or worse. The operation of the eastbound left movement improves significantly in both AM PM; however, the eastbound thru/right movement is expected to worsen, particularly in the AM. This is considered to be an acceptable trade-off to the overall improvement to operations at the intersection due to the proposed improvements,

The unsignalized intersections and site driveways operate acceptably in the existing, no build, and build analyses.

3. RECOMMENDATIONS

- All designs shall satisfy the Manual on Uniform Traffic Control Devices (MUTCD) requirements.
- At the intersection of St Francis Drive and Zia Road it is recommended the dual eastbound left-turn lanes be converted to three total turn lanes. The inside most left-turn lane should be extended to a length of 275 feet from the stop bar. The two outside lanes will also serve eastbound left turns, which should extend 400 feet from the stop bar to the new Galisteo Road.
- With the triple eastbound left-turn lanes, the existing shared eastbound thru and right-turn lane will need to be extended east of the Zia Road and Galisteo Road intersection towards the new re-aligned Galisteo Road intersection (see below). Traveling eastbound on Zia Road through Galisteo Road, motorists must move right into the shared thru/right lane. Implementation of temporary signage alerting motorists of the new intersection configuration will be needed.

- This project is proposing to re-align Galisteo Road to the west to increase queue storage on Zia Road between Galisteo Road and St Francis Drive.
- It is recommended that Zia Road and Galisteo Road operate as a left-in/right-in/right-out only intersection. Due to the short distance between this intersection and St Francis Drive, there are safety concerns for the northbound and southbound left-turn movements attempting the cross thru traffic (it is easy to misjudge how fast a vehicle is approaching). This will require construction of a median to prevent northbound and southbound left-turn movements. In addition, the northbound right turn lane will be perpendicular to Zia Road, with a short bulb out to allow passing eastbound drivers access to the eastbound through/right lane at St Francis. This was done as it was considered unsafe to construct the northbound right turn as a free right due to the potential of conflicts with northbound right and eastbound drivers.
- A westbound left-turn lane at Zia Road and Candelero Road is recommended to allow for u-turns. The removal of northbound and southbound lefts from Galisteo Road onto Zia Road may result in motorists performing u-turns at Candelero Road.
- East and westbound right-turn lanes are recommended from Zia Road onto Galisteo Road and should be designed to NMDOT State Access Management Manual (SAMM) deceleration lane standards.
- To accommodate the third eastbound left-turn lane at St Francis Drive and Zia Road, additional improvements will be required at this intersection. This includes adjusting the dual westbound left-turn lanes to properly position the opposing left-turn lanes. Moving the westbound left-turn lanes will require the pedestrian refuge to be located between the westbound left-turn and westbound thru lanes. Other improves include modifying the medians on St Francis to accommodate the eastbound and westbound left-turn lane paths. Considerations for the northbound signal and the drop inlet on St Francis may also be required.



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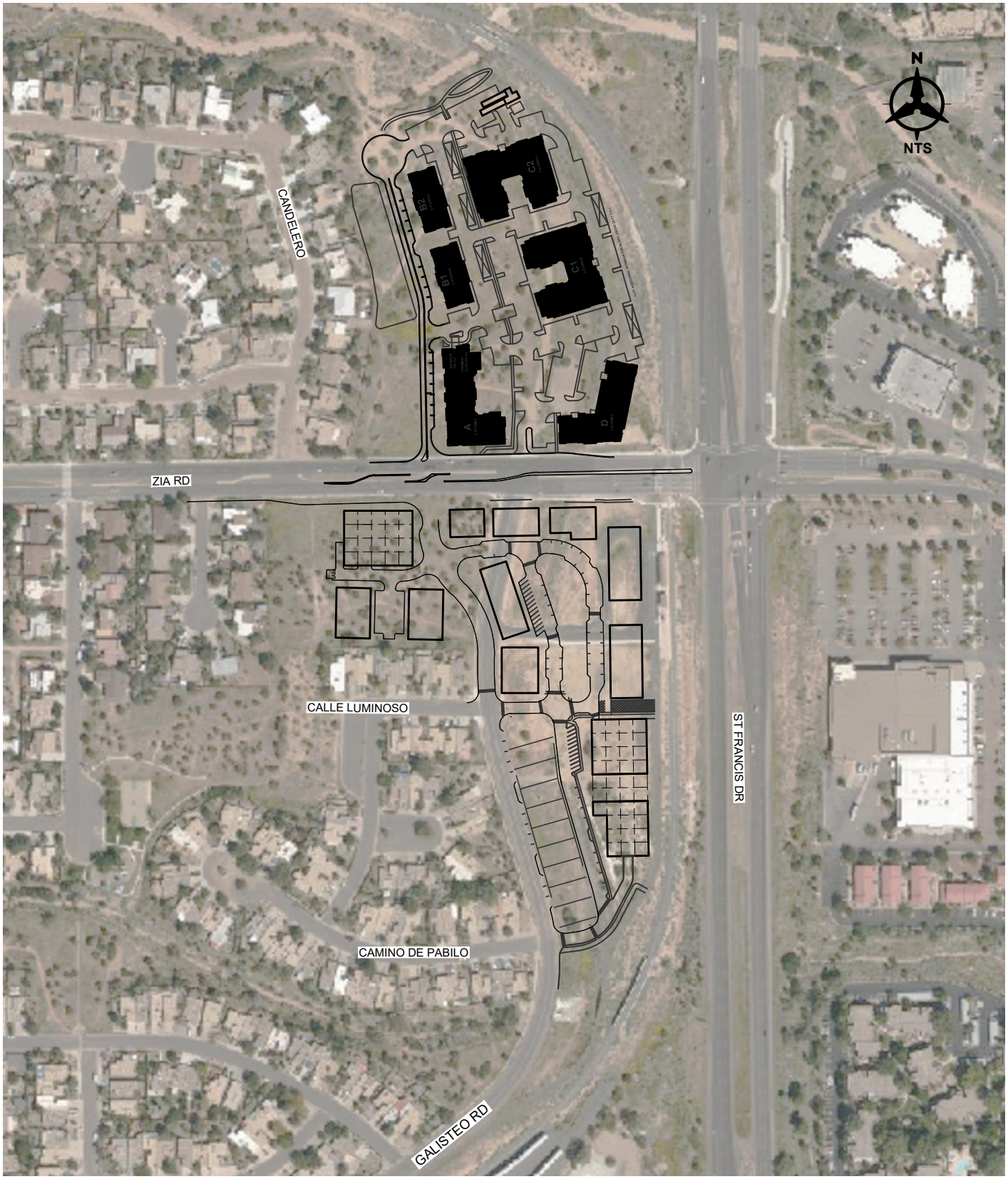
Bohannan Huston www.bhinc.com 800.877.5332	ZIA STATION SANTA FE, NEW MEXICO SITE TRAFFIC ANALYSIS	FIGURE 1 VICINITY MAP



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ZIA STATION
SANTA FE, NEW MEXICO
SITE TRAFFIC ANALYSIS

FIGURE 2
SITE PLAN

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II. PROPOSED DEVELOPMENT

A. LAND USE AND INTENSITY

The proposed development will include single- and multi-family residential, office, restaurant, and retail.

The surrounding area is primarily developed with residential uses west of St Francis Drive and commercial uses east of St Francis Drive.

B. DEVELOPMENT PHASING AND TIMING

The project is expected to be developed by 2024, and the year 2024 was used as the build year in the analysis. The north parcel is expected to develop first, with the south parcel to follow. It is anticipated that a follow-up traffic study will be prepared when the south parcel is developed to determine if the mitigation presented herein continues to result in acceptable level of service.

III. STUDY AREA CONDITIONS

A. STUDY AREA

The study area consists of the signalized intersections of St Francis Drive with Siringo Road, Zia Road, Sawmill Road. Unsignalized intersections that were evaluated include Zia Road and Galisteo Road, Zia Road and Candelero Street, and Galisteo Road and Rodeo Road. The proposed site access driveways along Galisteo Road were also evaluated as two-way stop-controlled intersections.

B. SITE ACCESSIBILITY

The development south of Zia Road will have access via three proposed driveways, one right in-right out-left in, and two full access. North of Zia Road the development will be accessed from Zia Road and Galisteo Road as a left-in, right-in, right out driveway. All access points are shown in Figure 2, the Site Plan.

C. DATA SOURCES

The data used in this report consist of the traffic counts described below, aerial photography and mapping from Google Earth®, and information provided by SF Brown.

IV. ANALYSIS OF EXISTING CONDITIONS

A. BACKGROUND

1. ADJACENT ROADWAYS

St Francis Drive provides north-south access within the city and regional connectivity north of Santa Fe. St Francis Drive is classified as a principal arterial by the Santa Fe Metropolitan Transportation Organization (MPO). The posted speed limit is 45 miles per hour (MPH). St Francis Drive has three travel lanes in each direction with a continuous center median and two-way left turn lane at signalized intersections. The Santa Fe MPO Traffic Count Data System indicates in 2013 St Francis Drive had an average daily traffic volume (ADT) of about 44,900 vehicles per day (vpd).

Siringo Road is classified as a minor arterial west of St Francis and a major collector east of St Francis. Siringo Road has one travel lane in each direction and the posted speed limit is 25 MPH. The reported daily traffic is approximately 13,900 vpd in 2019.

Zia Road is classified as a principal arterial west of St Francis and a major collector east of St Francis. While Zia road only has two travel lanes in each direction and a posted speed limit of 35 MPH, it is classified as a principal arterial because it attracts trips from the west/ south traveling north/east. The daily traffic in 2019 was approximately 17,100 vpd.

Sawmill Road is classified as minor arterial west of St Francis and a minor collector east of St Francis. Sawmill Road has two travel lanes in each direction and the posted speed limit is 35 MPH. There were about 9,100 daily trips in 2019.

Rodeo Road is classified as a minor arterial and the posted speed limit is 40 MPH. Rodeo Road has one travel lane in each direction and the daily traffic was 9,500 vpd in 2011.

Galisteo Road is classified as a minor collector and the posted speed limit is 30 MPH. Galisteo Road has one travel lane in each direction and the daily traffic was 2,300 vpd in 2019.

2. MULTI-MODAL CONDITIONS

Being adjacent to the Zia Rail Runner station, the development provides direct access to rail transit options. The development also has direct access to bus lines that serve the City of Santa Fe. The Santa Fe Trails Transit Route 6 provides services from Rodeo road to the northeast. Near the development, the route travels along St Francis between Sawmill Road and Zia Road with one stop on the east leg of Zia.

The development is also in proximity to walking and bicycle trails, including easy access to the Rail Trail, as well as nearby bicycle facilities on Siringo Road, Zia Road, Rodeo Road, and Galisteo Road. The development will also provide trail connections within the site.

B. EXISTING TRAFFIC CONDITIONS

Traffic counts for the intersection analyzed in the study area were collected on March 3-10, 2020. Existing traffic counts are included Appendix A. The counts included 6-hour turning movement counts. The counts were collected prior to the COVID-19 shutdown, although not all desirable data was collected (demand volumes, lane utilization, RTOR), and the Siringo intersection was not collected due to the shutdown.

To account for potential demand volumes, adjustments were applied to the traffic counts. This approach used 8 (eight) 15-minute periods. This resulted in a 2-hour period being evaluated for all the signalized intersections. This was done to encompass the full peak hour and assumed demand volumes (no unmet demand at the end of any 15-minute period) had dissipated during these 2-hour windows.

Lane utilization for the southbound through traffic destine for I-25 southbound was estimated from previous studies on St. Francis that collected this data. Lane utilization for the Zia eastbound left was estimated based on available left turn storage.

The methodology used for these adjustments are described further in Appendix A.

C. EXISTING LEVELS OF SERVICE

1. VEHICULAR ANALYSIS

The *Highway Capacity Manual Sixth Edition* (HCM) defines Level of Service (LOS) for un-signalized intersections in Table 1 as follows:

Table 1 | LOS Definitions

Level of Service	Definition	Signalized (sec/veh)	Unsignalized (sec/veh)
A	Most vehicles do not stop.	<10	<10
B	Some vehicles stop.	>10 and <20	>10 and <15
C	Significant numbers of vehicles stop.	>20 and <35	>15 and <25
D	Many vehicles stop.	>35 and <55	>25 and <35
E	Limit of acceptable delay.	>55 and <80	>35 and <50
F	Unacceptable delay.	>80	>50

The NMDOT has established LOS D as the generally acceptable level of service in urban areas and when intersections operate below this level, improvements are considered, where feasible. Other critical movements are also desired to have LOS D or better if possible.

The existing intersection traffic volume were analyzed using Highway Capacity Software version 7 (HCS7), which uses the intersection methodology from the Sixth Edition of the Highway Capacity Manual (HCM). Individual intersection output for the existing conditions analysis is included in Appendix B. The results are summarized in Table 2 through Table 5.

The signalized intersections of St Francis Drive and Siringo Road, Zia Road, and Sawmill Road were evaluated using City signal timing for the multi-period analyses described above and in the Appendix.

a) *St Francis Drive and Siringo Road*

The signalized intersection of St Francis Drive and Siringo Road has a volume-to-capacity ratio under 1.0 in all AM analysis periods, which indicates the intersection operates under capacity during each of the 15-minute periods established per guidance by the Highway Capacity Manual. Eastbound right, westbound thru, and westbound right movements in some analysis periods operate at LOS E. Complete multi-period reports from the Highway Capacity Software are included in Appendix C.

In the PM, the intersection operation begins to degrade at 4:45 and remains overcapacity until 5:30 PM. The highest v/c is 1.54 which occurs at 5:15 PM. Delay is high, particularly from 5:45 PM on. The primary movements operating poorly in the PM include the southbound thru and eastbound right. This is due to the high volume of traffic traveling south on St Francis Drive towards I-25 in the PM peak hour. Note the oversaturated conditions may extend beyond 6:00 PM.

This analysis estimated lane utilization for southbound through traffic to bias the traffic toward the outside lane (the far right lane) to account for drivers preparing to enter I-25 southbound. This driver behavior is evident for those who travel this corridor frequently. This is an existing concern, regardless of the Zia Station development.

Table 2 | 2020 Existing Signalized Intersection Results (St Francis & Siringo)							
2020 AM				2020 PM			
Period	Delay	LOS	Max V/C	Period	Delay	LOS	Max V/C
7:00	17.0	B	0.75	16:00	39.8	D	0.99
7:15	18.1	B	0.75	16:15	26.1	C	0.86
7:30	21.5	C	0.72	16:30	47.2	D	1.04
7:45	24.3	C	0.90	16:45	95.0	F	1.17
8:00	20.5	C	0.67	17:00	218.9	F	1.34
8:15	19.7	B	0.78	17:15	442.6	F	1.54
8:30	19.5	B	0.66	17:30	424.9	F	0.93
8:45	19.2	B	0.80	17:45	455.4	F	0.98

b) *St Francis Drive and Zia Road*

The multi-period analysis indicates the signalized intersection of St Francis Drive and Zia Road operates over capacity from 7:30 to 8:45 AM and from 4:00 to 6:00 PM, with the exception of the 15-minute period of 4:15 PM. The highest v/c in the AM is 1.57, which occurs at 7:45 AM and the highest v/c in the PM is 1.21, which occurs at 5:15 PM.

In the AM the eastbound left movement operates over capacity, with high queue spillover into the adjacent thru lane. The primary movements operating poorly in the PM include the southbound thru and eastbound left. The eastbound left-turn lane performs poorly in both AM and PM analysis periods because the storage lengths are not sufficient.

The lane utilization for this eastbound approach was adjusted to reflect the fact that even though there are two eastbound left turn lanes at the intersection, the inside left turn lane (the left most left turn lane) is shorter in length. The oversaturated conditions may extend beyond 6:00 PM. This lane utilization imbalance also results in a safety concern, as the inside lane (west of Galisteo) has queued traffic stopped waiting to turn left, while the outside lane is available for through traffic at higher speeds.

Table 3 | 2020 Existing Signalized Intersection Results (St Francis & Zia)							
2020 AM				2020 PM			
Period	Delay	LOS	Max V/C	Period	Delay	LOS	Max V/C
7:00	25.9	C	0.89	16:00	57.8	E	1.13
7:15	26.3	C	0.91	16:15	66.7	E	0.92
7:30	55.4	E	1.54	16:30	76.4	E	1.14
7:45	113.6	F	1.57	16:45	119.1	F	1.10
8:00	162.3	F	1.35	17:00	162.3	F	1.14
8:15	239.1	F	1.50	17:15	185.2	F	1.21
8:30	254.6	F	1.22	17:30	210.4	F	1.05
8:45	220.8	F	0.99	17:45	224.3	F	1.05

c) *St Francis Drive and Sawmill Road*

The signalized intersection of St Francis Drive and Sawmill Road operates at an overall acceptable level of service in both AM and PM analysis periods. The eastbound thru movement operates over capacity at 5:15 PM with a v/c of 1.13. In the AM, the eastbound left and westbound right movements operate at LOS E or F in some analysis periods. In the PM, both eastbound and westbound approaches have movements that operate at LOS E or F in most analysis periods.

Southbound through traffic was again adjusted for motorists destined for southbound I-25.

Table 4 | 2020 Existing Signalized Intersection Results (St Francis & Sawmill)							
2020 AM				2020 PM			
Period	Delay	LOS	Max V/C	Period	Delay	LOS	Max V/C
7:00	14	B	0.62	16:00	24.4	C	0.83
7:15	16.1	B	0.71	16:15	21.7	C	0.88
7:30	25.4	C	0.87	16:30	26.4	C	0.91
7:45	26.9	C	0.88	16:45	28	C	0.93
8:00	23.5	C	0.84	17:00	28.5	C	0.92
8:15	20.7	C	0.78	17:15	34.8	C	1.13
8:30	19.2	B	0.76	17:30	27.7	C	0.83
8:45	18.5	B	0.77	17:45	25.7	C	0.92

d) *Unsignalized Intersections*

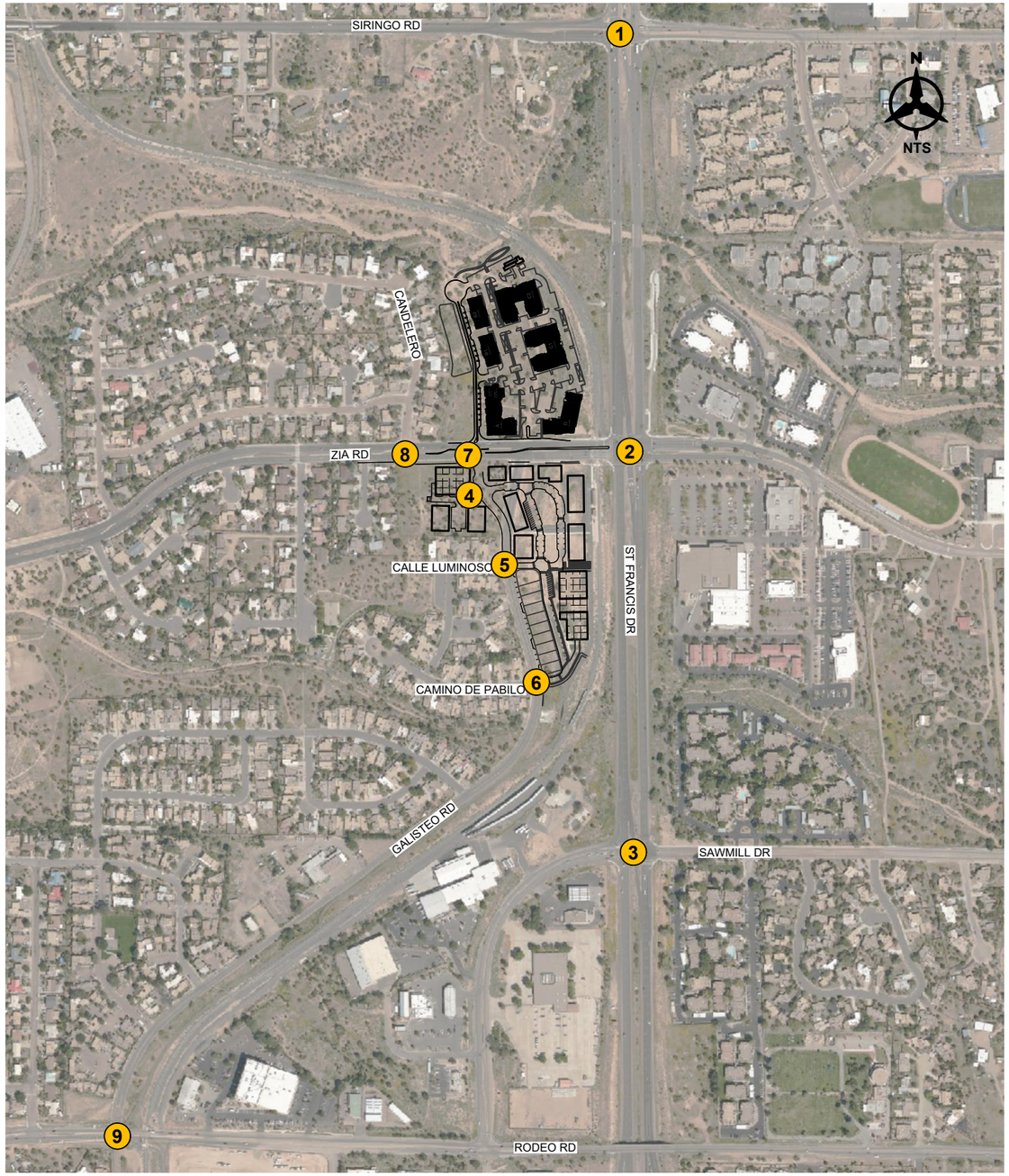
The analysis indicates the unsignalized intersections currently operate at acceptable levels of service in both AM and PM peak hours. Queueing is typically one car or less and the LOS does not operate at E or F.

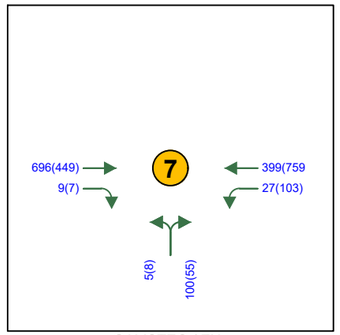
Queue spillover from eastbound Zia and St Francis may impact the northbound approach of the unsignalized Zia and Galisteo intersection. The reported intersection results for Zia and Galisteo considers drivers performing a two-stage gap movement, where the northbound left turn from Galisteo onto Zia will first cross Zia then pause in the median to wait for a gap on the other approach. Two-stage gap acceptance results in slightly lower delay compared to no median storage.

Table 5 | 2020 Existing Unsignalized Intersection Results

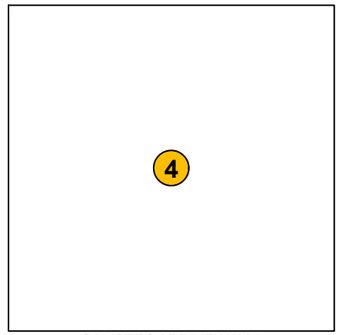
	2020 AM Peak				2020 PM Peak			
Intersection/Movement	Delay (sec)	V/C	Queue* (ft)	LOS	Delay (sec)	V/C	Queue* (ft)	LOS
Zia and Candelero	-	-	-	-	-	-	-	-
Southbound Approach	15.9	0.09	25	C	20.8	0.10	25	C
Zia and Galisteo	-	-	-	-	-	-	-	-
Eastbound Left	8.2	0.00	0	A	9.3	0.00	0	A
Westbound Left	9.4	0.03	25	A	8.7	0.10	25	A
Northbound Left	17.4	0.02	25	C	17.9	0.03	25	C
Northbound Right	11.9	0.17	25	B	10.1	0.07	25	B
Galisteo and Calle Luminoso	-	-	-	-	-	-	-	-
Eastbound Approach	9.2	0.01	0	A	9.3	0.01	0	A
Northbound Left	7.3	0.00	0	A	7.5	0.00	0	A
Galisteo and Camino Pabilo	-	-	-	-	-	-	-	-
Eastbound Approach	9.0	0.02	0	A	9.1	0.01	0	A
Northbound Left	7.3	0.00	0	A	7.5	0.00	0	A
Rodeo and Galisteo	-	-	-	-	-	-	-	-
Eastbound Left	8.5	0.03	25	A	9.8	0.03	25	A
Westbound Left	9.6	0.02	25	A	8.6	0.04	25	A
Northbound Approach	17.6	0.15	25	C	14.8	0.07	25	B
Southbound Left	25.2	0.07	25	D	24.1	0.07	25	C
Southbound Right	11.7	0.07	25	B	16.5	0.13	25	C

* – HCM 95th percentile queue rounded to next 25-foot increment

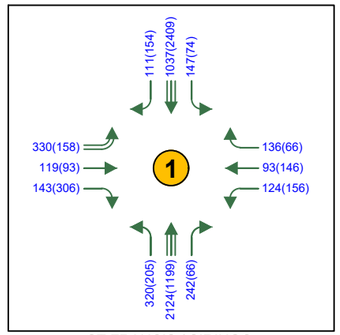




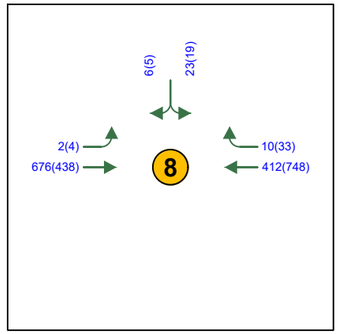
GALISTEO / ZIA



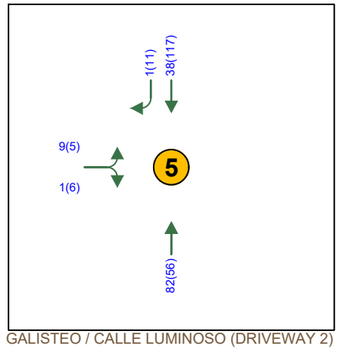
GALISTEO / DRIVEWAY 1



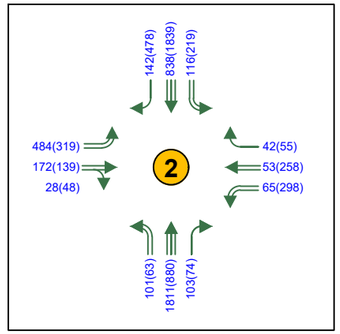
ST FRANCIS / SIRINGO



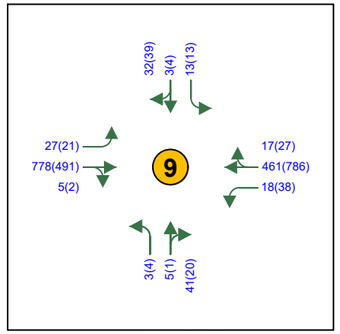
CANDELERO / ZIA



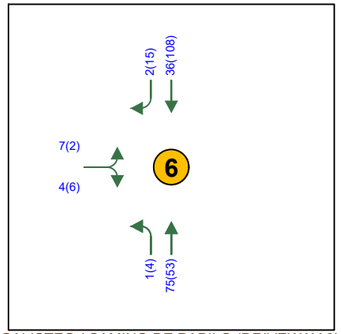
GALISTEO / CALLE LUMINOSO (DRIVEWAY 2)



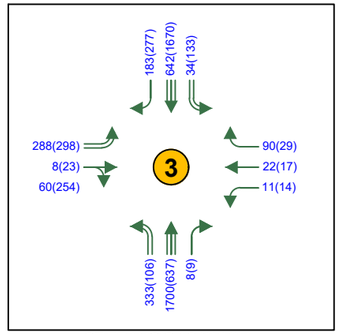
ST FRANCIS / ZIA



GALISTEO / RODEO



GALISTEO / CAMINO DE PABILO (DRIVEWAY 3)



ST FRANCIS / SAWMILL

LEGEND

- Thru Lanes (# as indicated)
- Turning Lanes (# as indicated)
- 1234(1234) AM(PM) Traffic Counts

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FIGURE 3
2020 EXISTING AM (PM) PEAK HOUR TRAFFIC VOLUMES

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V. PROJECTED TRAFFIC

A. SITE TRAFFIC FORECASTING

1. TRIP GENERATION

Generated trips are broken down into three types; 1) primary, 2) pass-by trips, and 3) diverted link. The Trip Generation report defines these trips as follows:

- **Primary Trips** – These trips are made for the specific purpose of visiting the generator. The stop at that generator is the primary reason for the trip. For example, a home to shopping to home combination of trips is a primary trip set.
- **Pass-by Trips** – These trips are made as intermediate stops on the way from an origin to a primary trip generation. Pass-by trips are attracted from the traffic passing the site on an adjacent street that contains direct access to the generator site. These trips do not require a diversion from another roadway. For example, stopping at the store on the way home from work is an example of a pass-by trip. Pass-by trips were utilized for retail uses, the fast-casual restaurant, coffee shop, and the brew pub.
- **Diverted Linked Trips –** These trips are attracted from the traffic volume on the roadway within the vicinity of the generator, but which require a diversion from that roadway to another roadway to gain access to the site. The roadways could include streets or freeways adjacent to the generator, but without access to the generator. For this study, the diverted link trips have been included in with the primary trips.

This study included both primary trips and pass-by trips.

The trip generation based on the 10th Edition of the Institute of Transportation engineer's (ITE) Trip Generation Manual is shown in Table 6 below with the following considerations.

Table 6 | Trip Generation							
Land Use	**ITE Code**	**Size**	**Daily**	**AM Enter**	**AM Exit**	**PM Enter**	**PM Exit**
North of Zia							
Single-Family Housing	210	17	204	4	13	12	7
Multifamily Housing (Low-Rise)	220	277	2,054	28	95	90	53
South of Zia							
Single-Family Housing	210	10	126	3	8	5	3
Multifamily Housing (Low-Rise)	220	107	768	12	34	27	15
Office	710	87	926	81	5	14	75
Coffee/Donut Shop (no drive-thru)	936	2	-	66	63	26	25
Fast Casual Restaurant	930	5	1,576	5	3	19	15
High-Turnover Restaurant	932	5	560	20	19	15	10
Shopping Center	820	20	2,012	87	49	36	40
Drinking Place	925	5	-	0	0	32	17

1. TRIP REDUCTIONS

a) *Internal Capture*

A multi-use development, as defined by the ITE *Trip Generation Handbook*, is a single real-estate project that consists of two or more ITE land use classifications between which trips can be made without using the off-site road system.

These internal capture trips are assumed to be completed on the internal street system as vehicular or pedestrian trips. Therefore, the internal trips are not included in the Build traffic volumes.

Using the ITE Internal Vehicle Trip Reduction tool derived from the Transportation Research Board (TRB) National Cooperative Highway Research Program (NCHRP) Report 684, internal trips were estimated for office, retail, restaurant, and residential land uses. Internal trips total 72 in the AM peak hour and 106 in the PM peak hour.

b) *Pass-by*

As described in Section V.A.1, a pass-by trip is made as an intermediate stop on the way from an origin to a primary destination without a route diversion. The *Trip*

Generation Handbook defines the 'Average Pass-by Trip Percentage' by land use type in the Handbook's Database on Pass-by, Diverted, and Primary Trips. The database reports percentages for 25 land uses to derive pass-by estimates. For the purposes of this study, the pass-by percentage obtained from the *Trip Generation Handbook* for shopping center is 34% and fast casual restaurant, high-turnover restaurant, and coffee shop are 43%. It was assumed that the drinking place land use will also attract pass-by trips, and was assigned a pass-by percentage of 34%

Pass-by trips were determined by using the ITE Pass-By Vehicle Trip Reduction tool. The trips were subtracted from the trip generation of each applicable land use.

c) *Multi-Modal Adjustment*

To account for individuals traveling to and from the site via public transit, 2% of the total new trips were reduced from residential, employment, and retail land uses, an estimate considered typical for Santa Fe.

The site has the potential to increase transit trips due to its proximity to the Rail Runner.

2. Trip Distribution and Assignment

Trip distribution and assignment was based on standard gravity model methodology using logical trip routing for each land use type. The gravity model utilized socioeconomic data obtained from the Santa Fe Metropolitan Planning Organization (SFMPO), which included population and employment estimates for each subarea within the Santa Fe Metropolitan Planning Area to develop the trip distribution.

The socioeconomic data for the year 2019 was estimated by interpolating between the 2015 and 2040 socioeconomic data available for SFMPO.

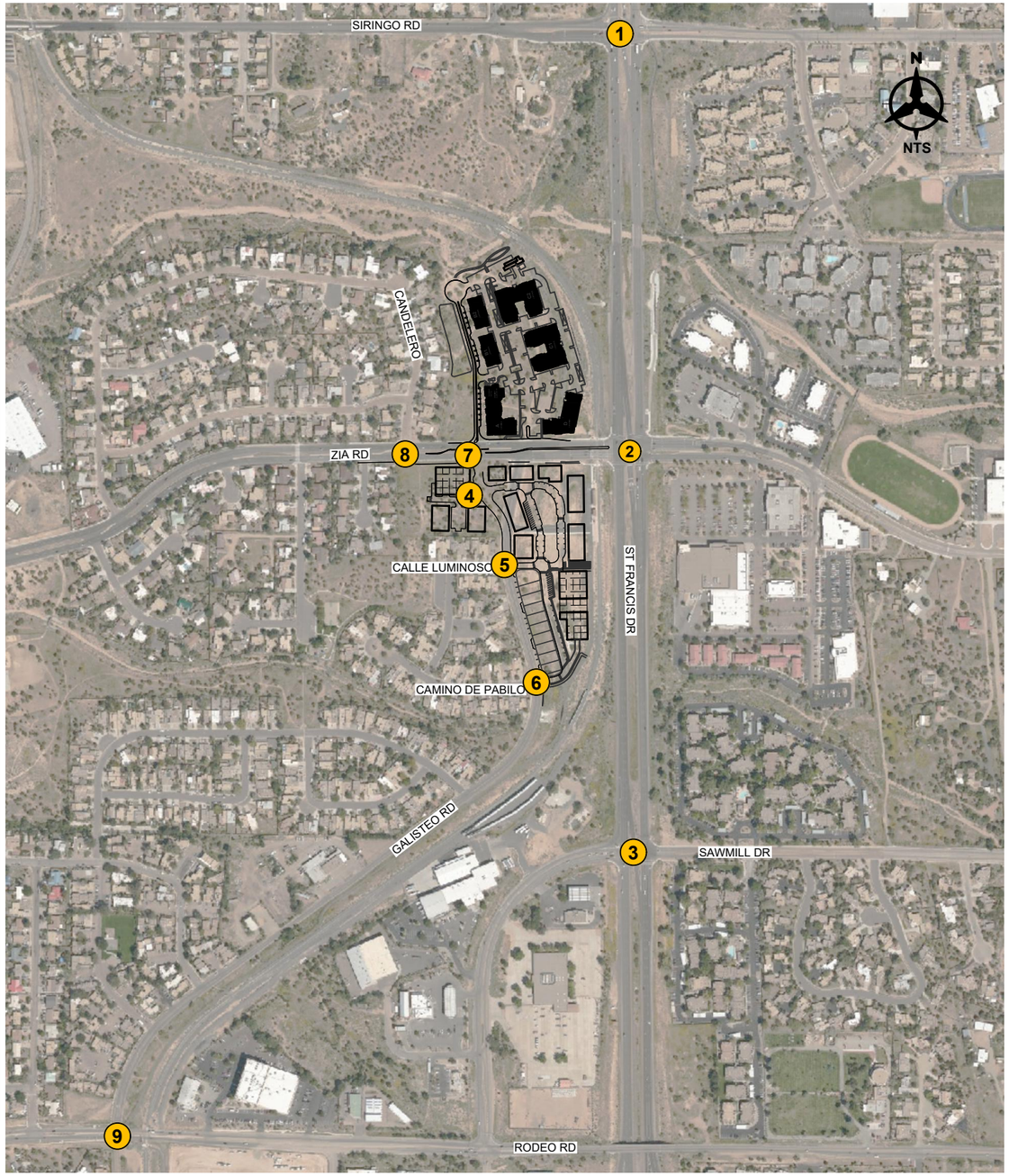
Driveway trip assignments were based on estimates of the percentage of trips to each parking lot serving the proposed buildings.

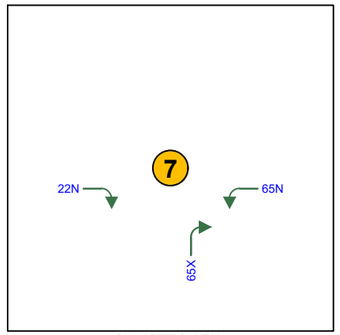
Spreadsheets showing the development of the trip distribution are included in Appendix C. The trip distribution percentages and assigned traffic volumes is shown in Figure 4 through Figure 13.

3. 2024 No Build Traffic Projections

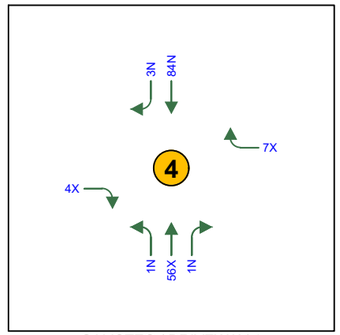
A review of NMDOT Permanent Count Stations near the project site found a -0.6% background growth rate on St Francis Drive, so a growth rate of 1.0% was assumed. The future traffic estimates did not make any adjustments to traffic to traffic growth for future work-from-home reductions that may occur due to behavior adjustments due to COVID-19.

The No Build analysis assumed that the proposed project is not completed. Figure 14 on page 31 shows the 2024 No Build traffic volumes.





GALISTEO / ZIA



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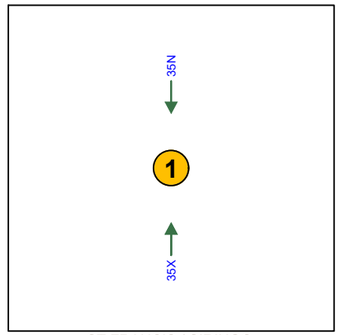
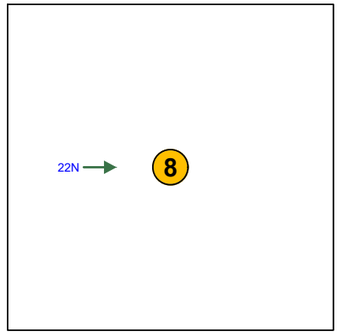
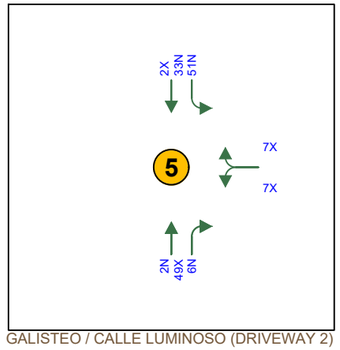


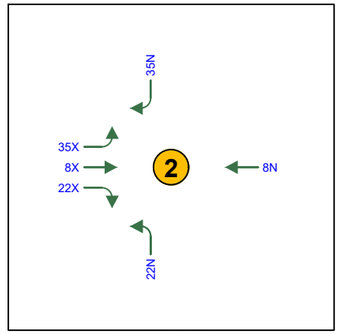
ST FRANCIS / SIRINGO



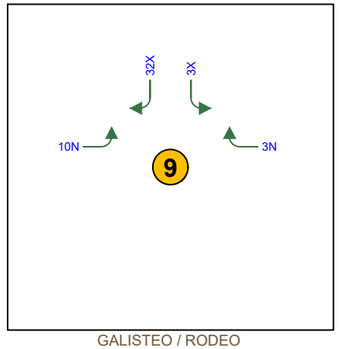
CANDELERO / ZIA



GALISTEO / CALLE LUMINOSO (DRIVEWAY 2)



ST FRANCIS / ZIA



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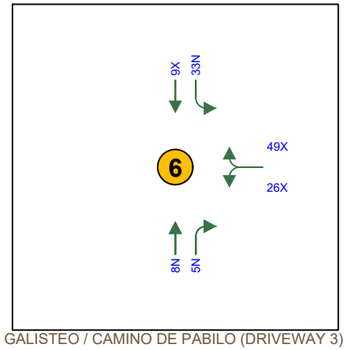
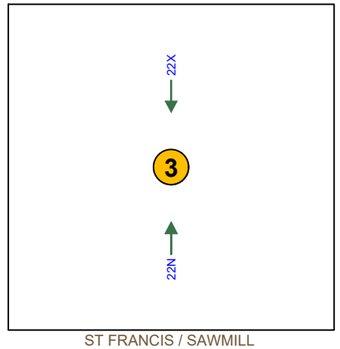


GALISTEO / CAMINO DE PABILO (DRIVEWAY 3)



ST FRANCIS / SAWMILL

LEGEND

- Thru Lanes (# as indicated)
- Turning Lanes (# as indicated)
- 1234(1234) Trip Assignment Percentages
- N Entering
- X Exiting

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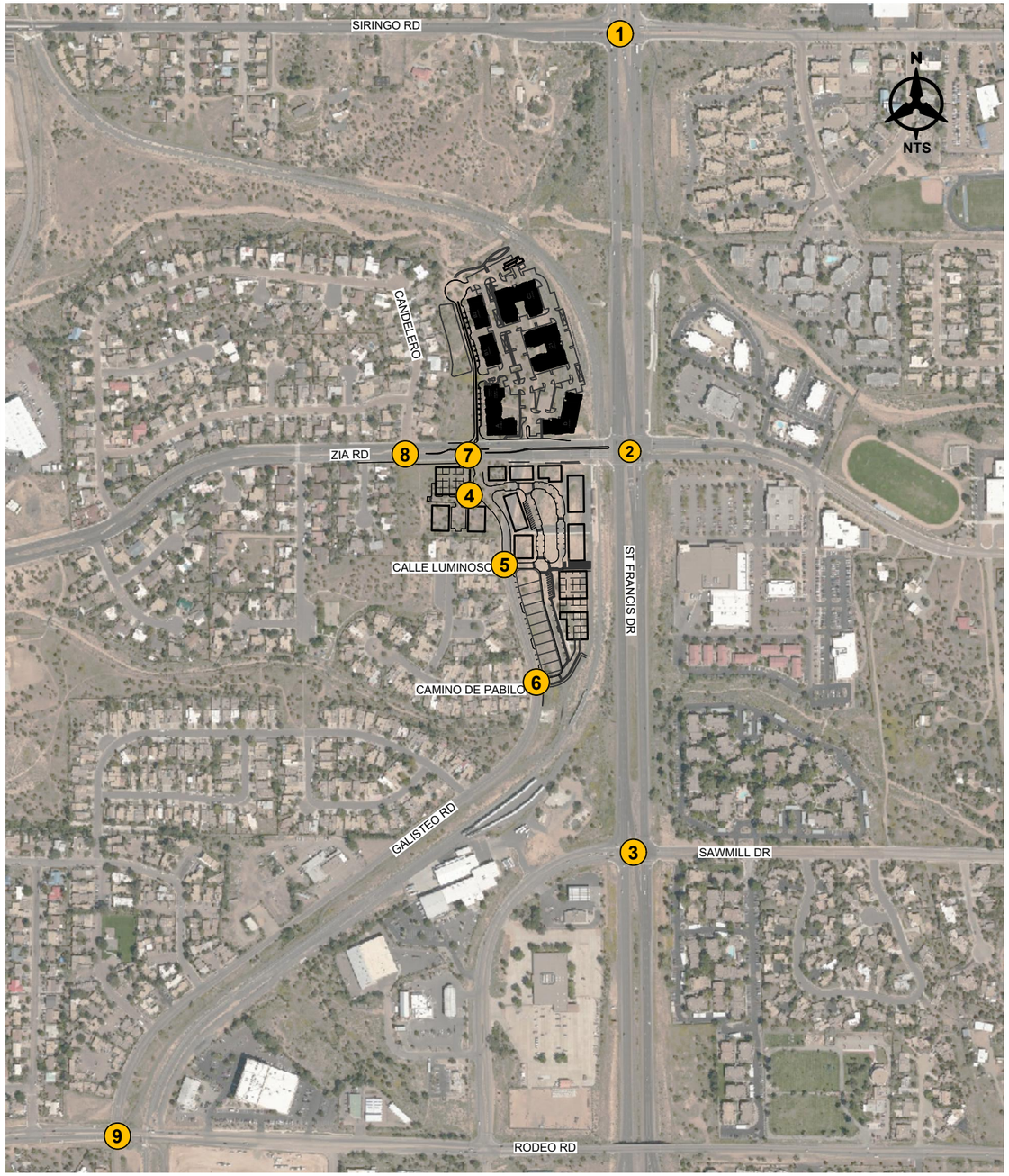
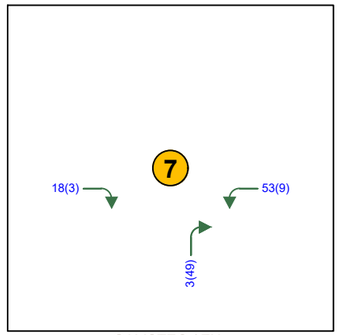
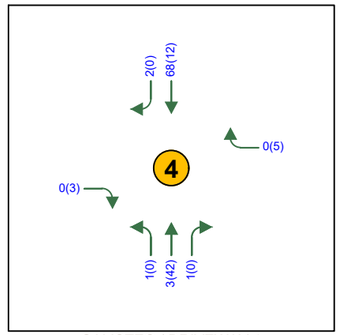
SITE TRAFFIC ANALYSIS

FIGURE 4
TRIP DISTRIBUTION & ASSIGNMENT PERCENTAGES - OFFICE





GALISTEO / ZIA



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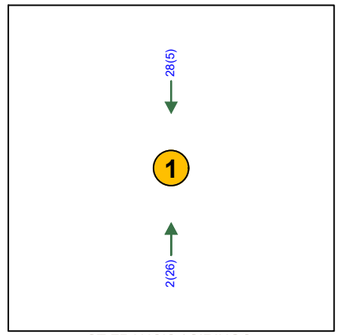
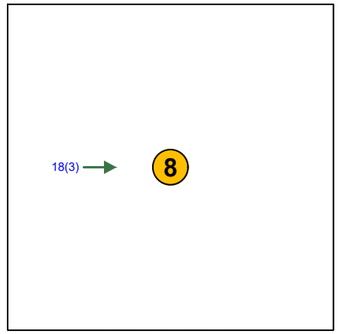
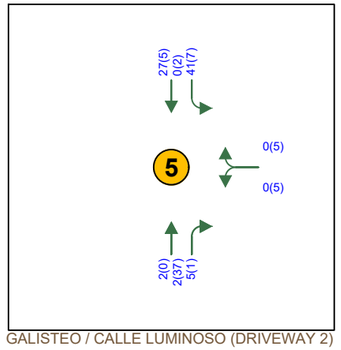


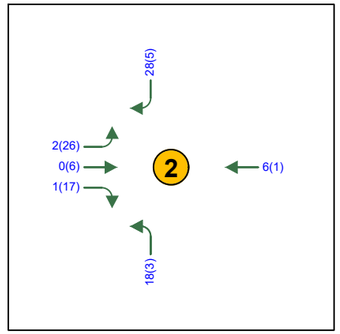
ST FRANCIS / SIRINGO



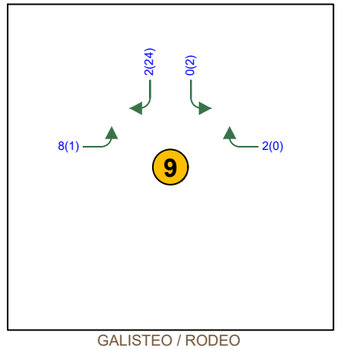
CANDELERO / ZIA



GALISTEO / CALLE LUMINOSO (DRIVEWAY 2)



ST FRANCIS / ZIA



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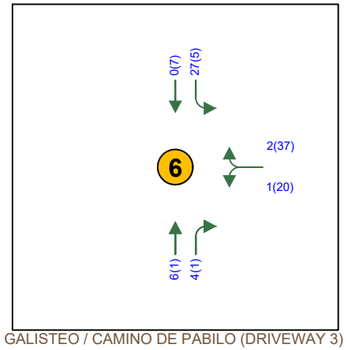
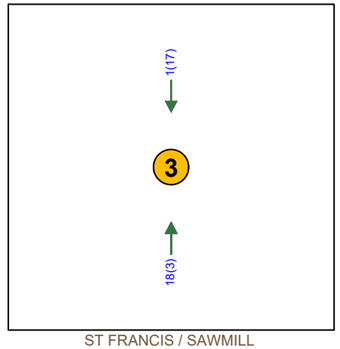


GALISTEO / CAMINO DE PABILO (DRIVEWAY 3)



ST FRANCIS / SAWMILL

LEGEND

Thru Lanes (# as indicated)

Turning Lanes (# as indicated)

1234(1234) AM(PM) Traffic Counts

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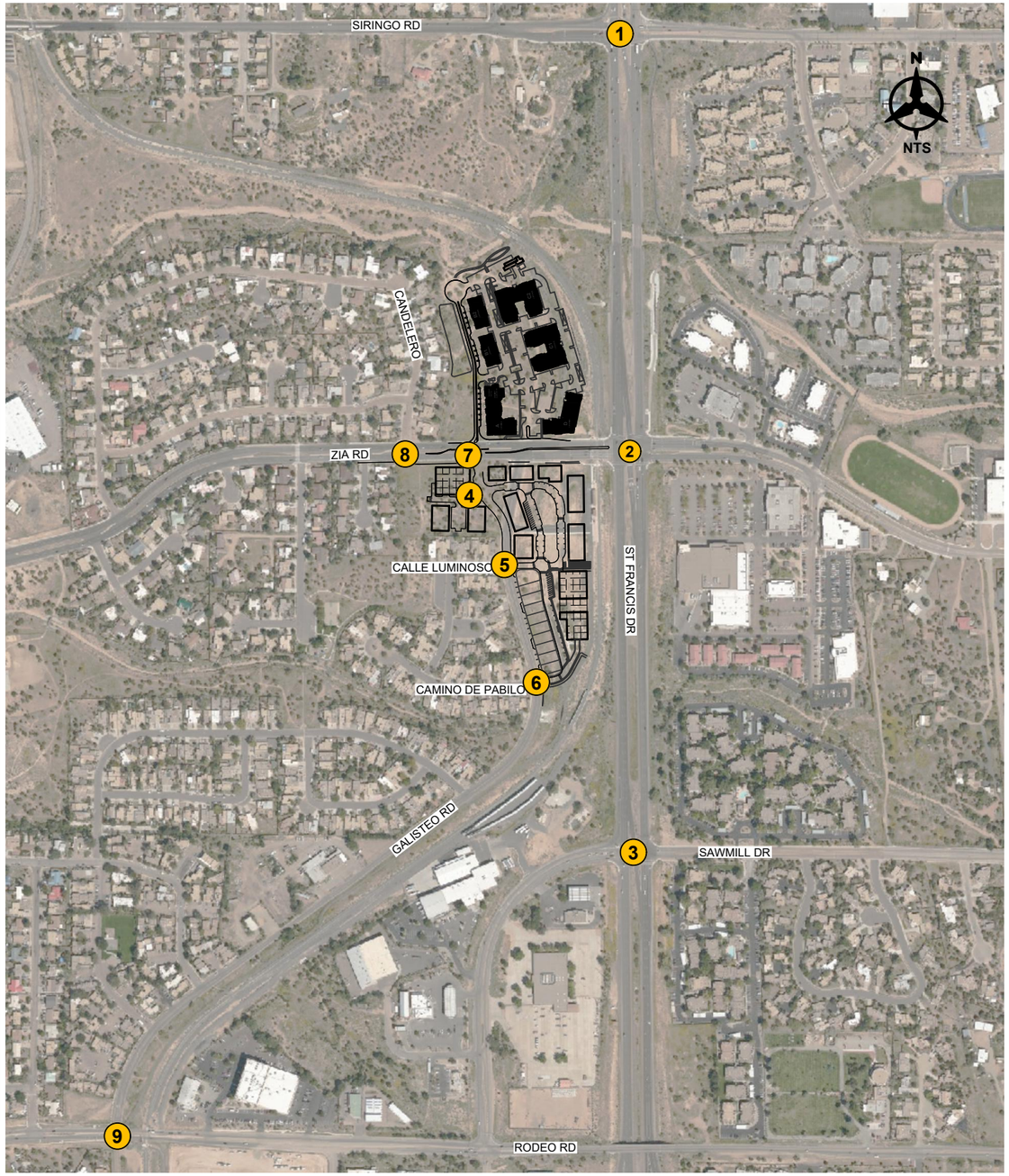
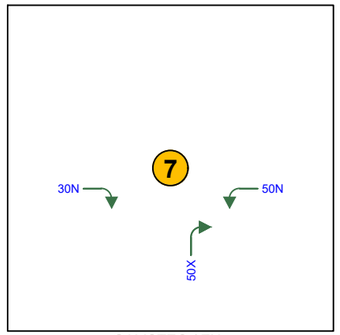
FIGURE 5
TRIP DISTRIBUTION & ASSIGNMENT
VOLUMES AM (PM) - OFFICE





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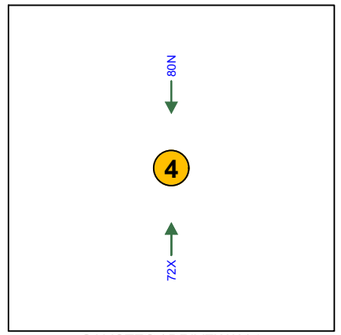

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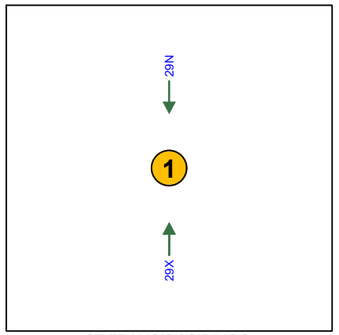
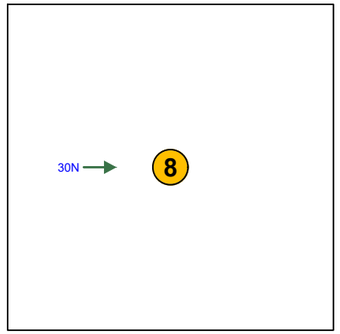
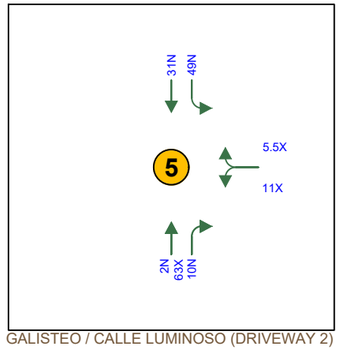


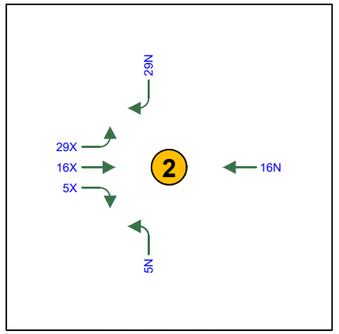
ST FRANCIS / SIRINGO



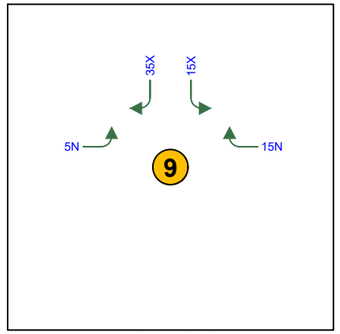
CANDELERO / ZIA



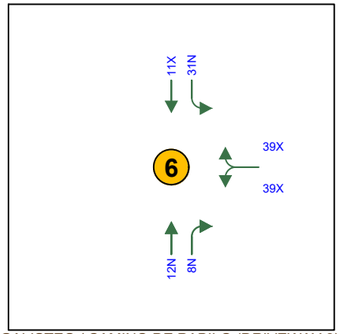
GALISTEO / CALLE LUMINOSO (DRIVEWAY 2)



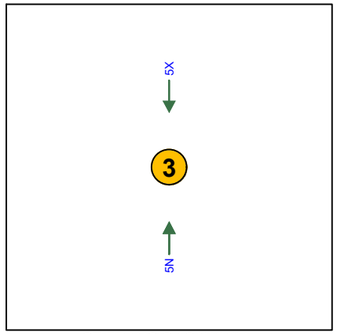
ST FRANCIS / ZIA



GALISTEO / RODEO



GALISTEO / CAMINO DE PABILO (DRIVEWAY 3)



ST FRANCIS / SAWMILL

LEGEND

- Thru Lanes (# as indicated)
- Turning Lanes (# as indicated)
- 1234(1234) Trip Assignment Percentages
- N Entering
- X Exiting

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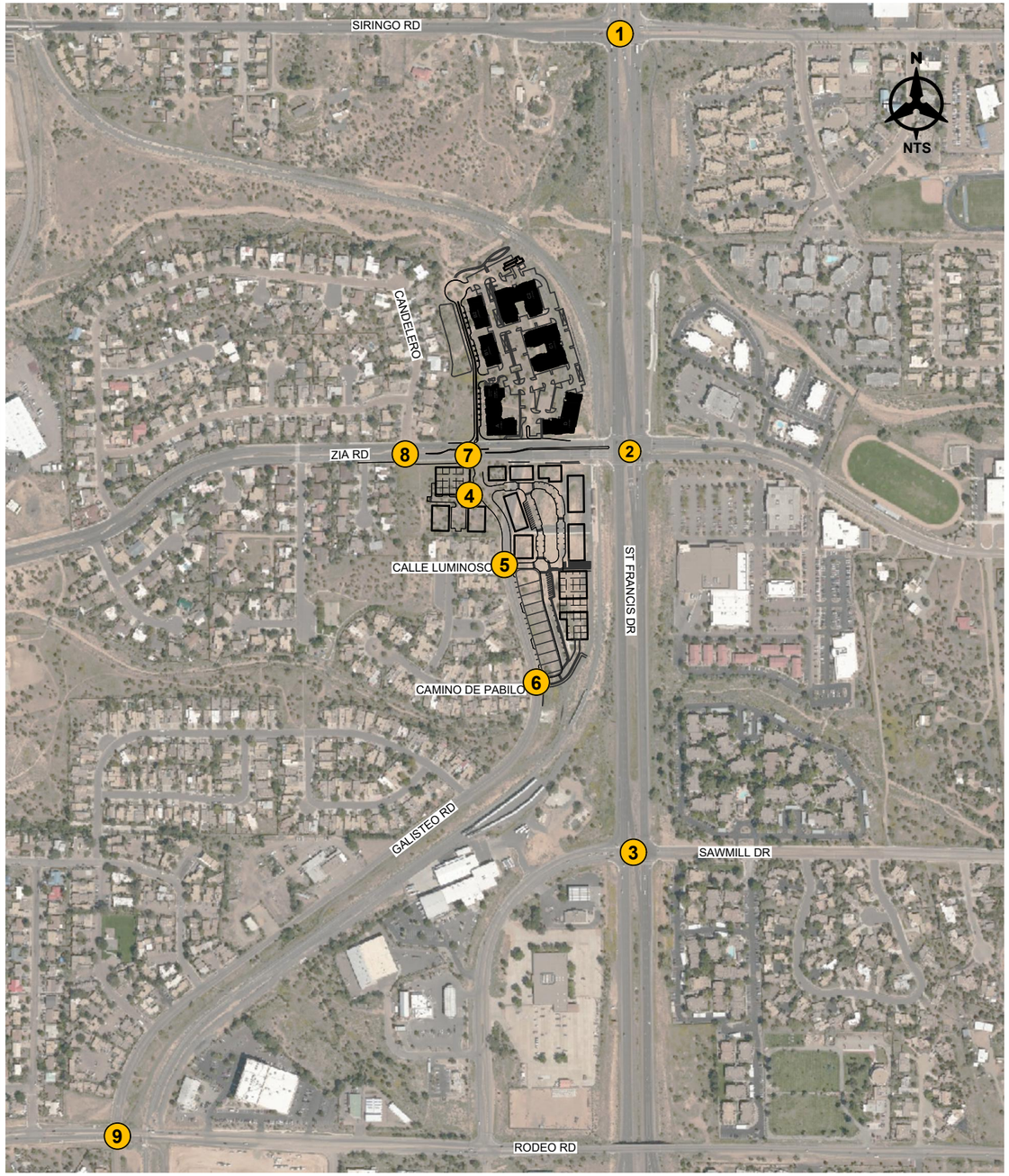
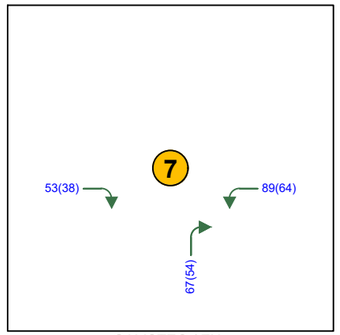
FIGURE 6
TRIP DISTRIBUTION & ASSIGNMENT PERCENTAGES - RETAIL





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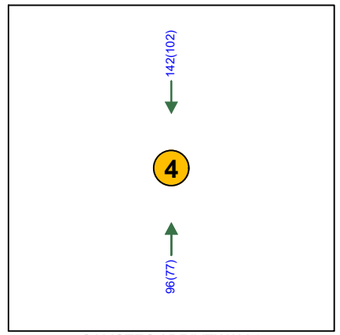

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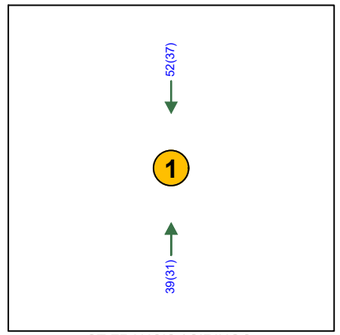
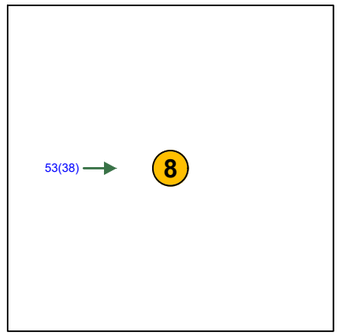
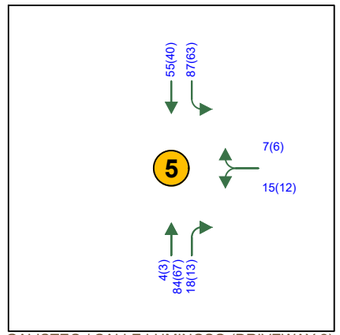


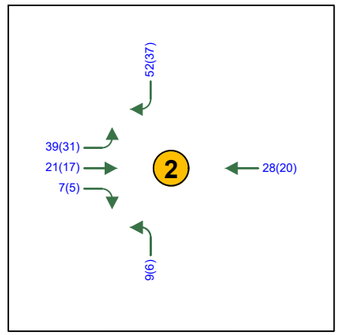
ST FRANCIS / SIRINGO



CANDELERO / ZIA



GALISTEO / CALLE LUMINOSO (DRIVEWAY 2)



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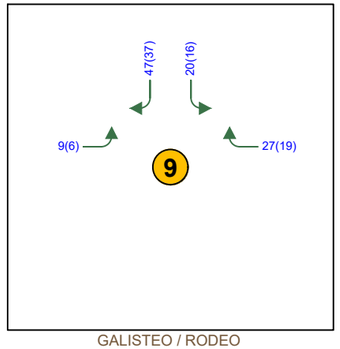

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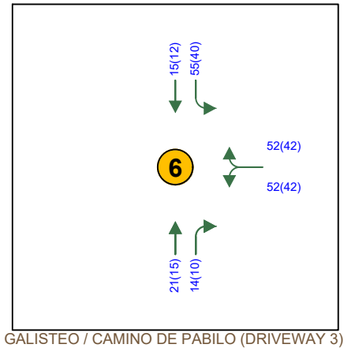
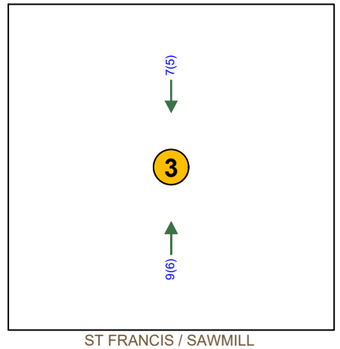


GALISTEO / CAMINO DE PABILO (DRIVEWAY 3)



ST FRANCIS / SAWMILL

LEGEND

Thru Lanes (# as indicated)

Turning Lanes (# as indicated)

1234(1234) AM(PM) Traffic Counts

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FIGURE 7
TRIP DISTRIBUTION & ASSIGNMENT
VOLUMES AM (PM) - RETAIL

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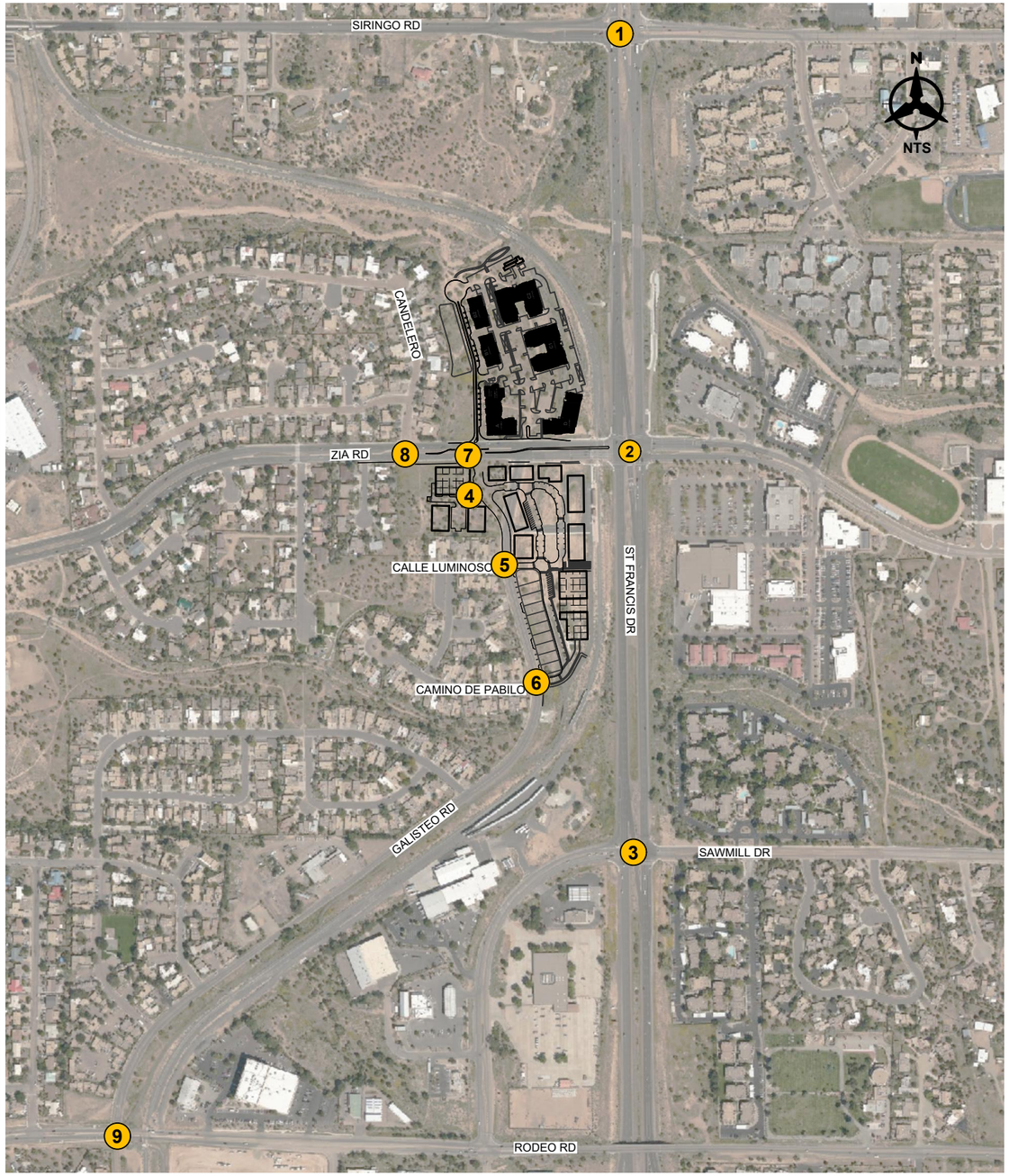

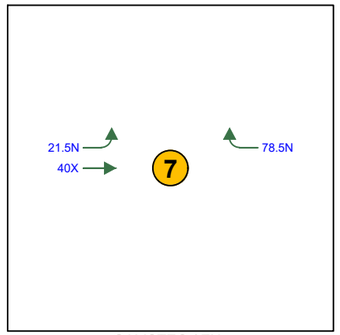

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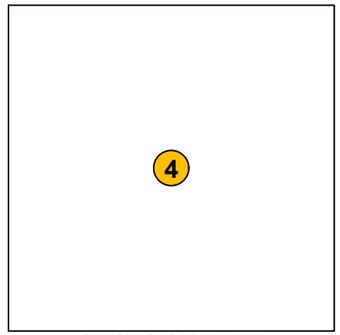

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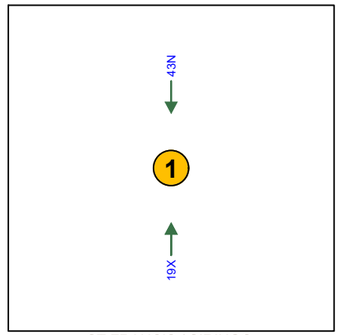
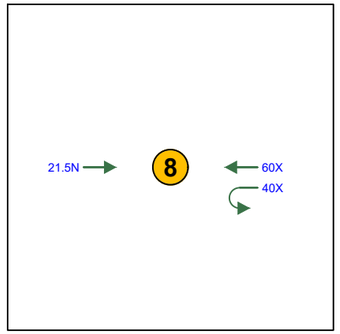
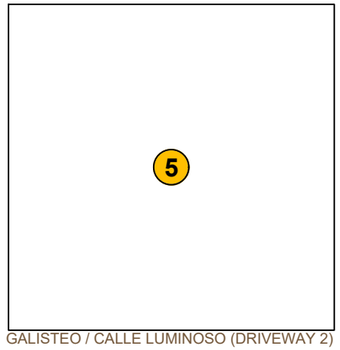


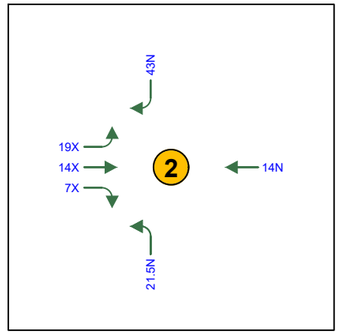
ST FRANCIS / SIRINGO



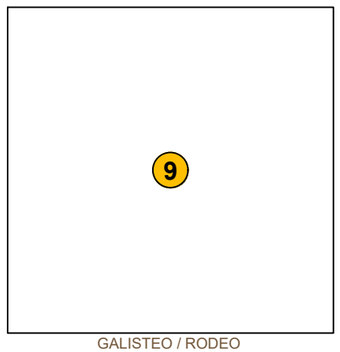
CANDELERO / ZIA



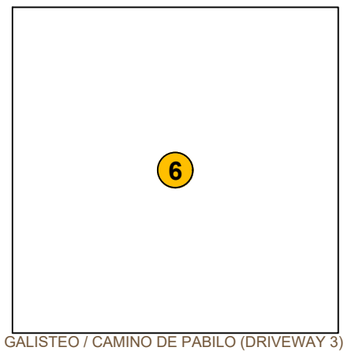
GALISTEO / CALLE LUMINOSO (DRIVEWAY 2)



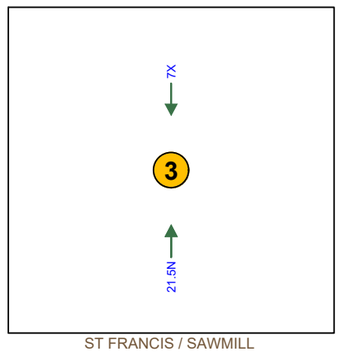
ST FRANCIS / ZIA



GALISTEO / RODEO



GALISTEO / CAMINO DE PABILO (DRIVEWAY 3)



ST FRANCIS / SAWMILL

LEGEND

- Thru Lanes (# as indicated)
- Turning Lanes (# as indicated)
- 1234(1234) Trip Assignment Percentages
- N Entering
- X Exiting

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FIGURE 8
TRIP DISTRIBUTION & ASSIGNMENT PERCENTAGES - RESIDENTIAL NORTH

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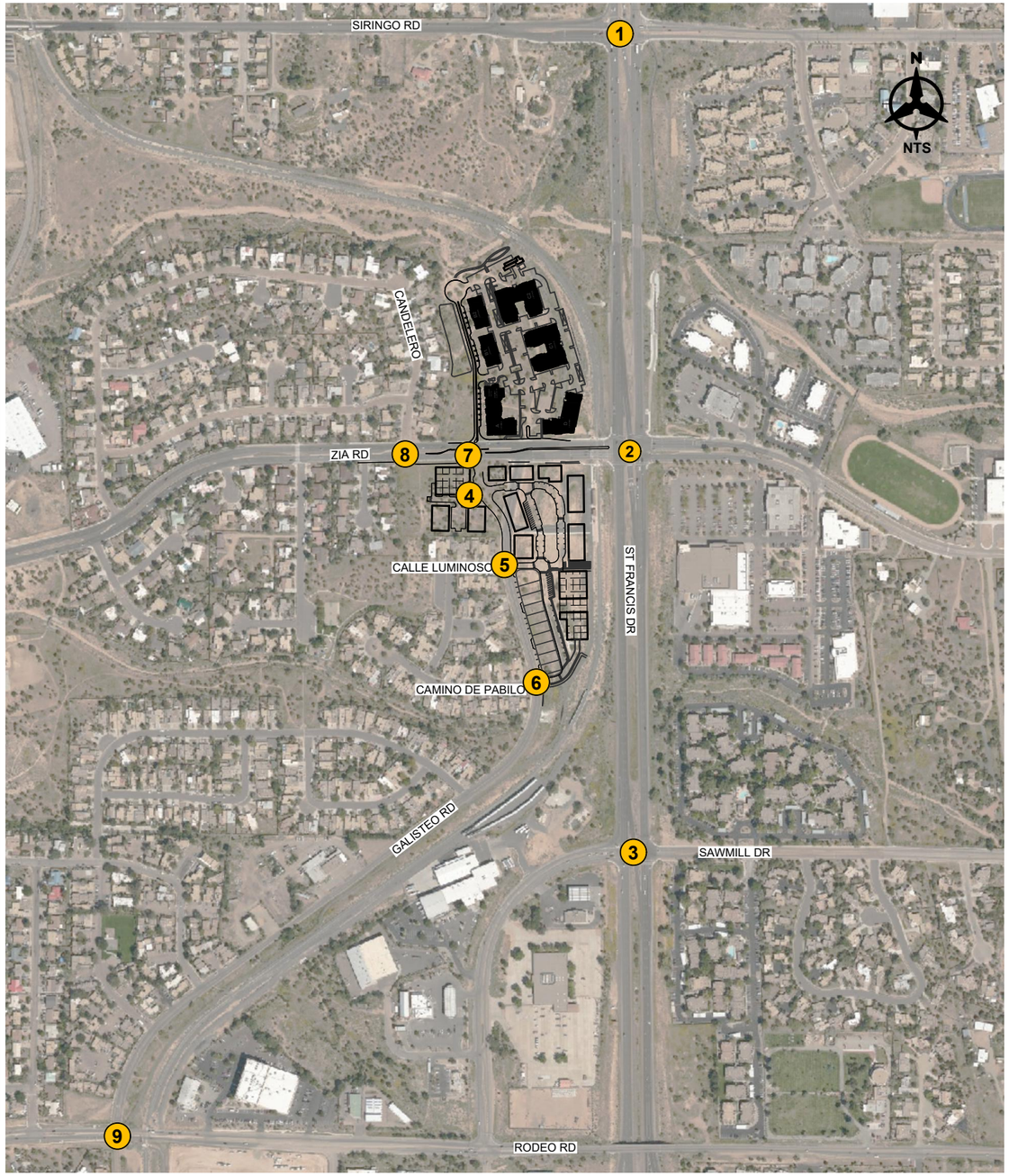
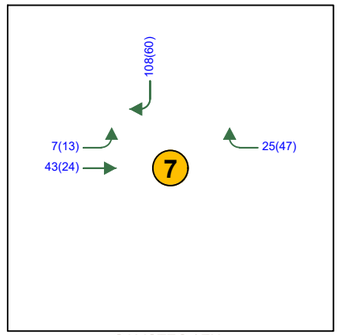
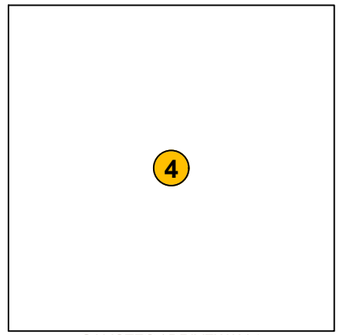
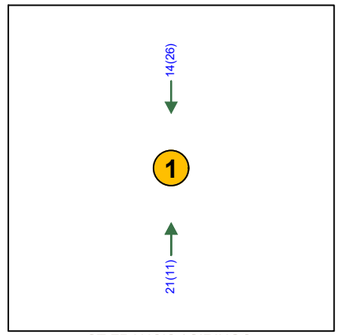




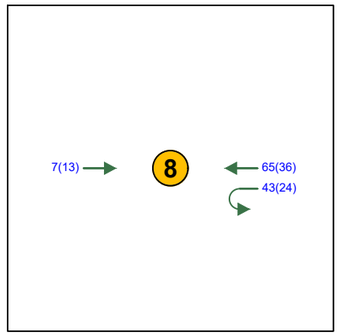
GALISTEO / ZIA



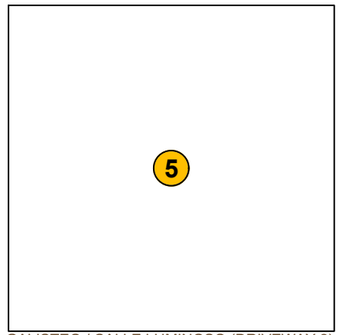
GALISTEO / DRIVEWAY 1



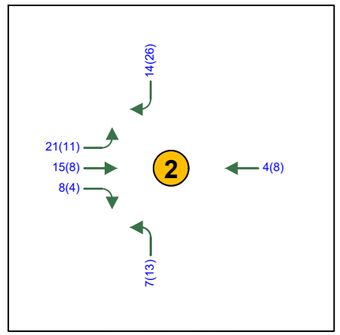
ST FRANCIS / SIRINGO



CANDELERO / ZIA



GALISTEO / CALLE LUMINOSO (DRIVEWAY 2)



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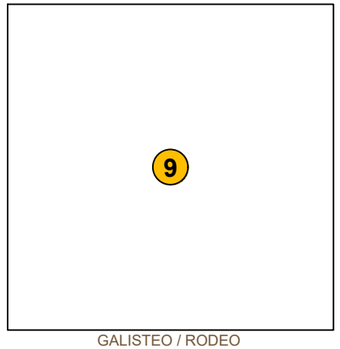

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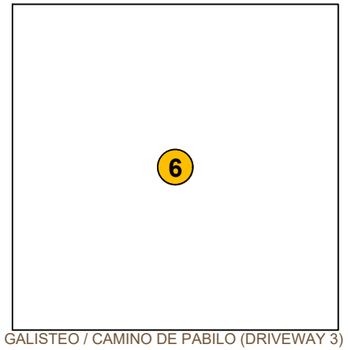
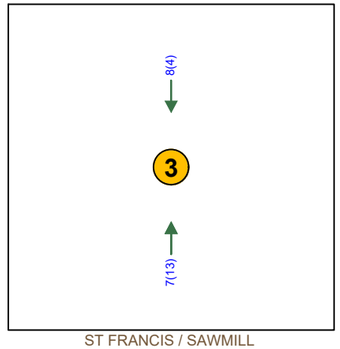


GALISTEO / CAMINO DE PABILO (DRIVEWAY 3)



ST FRANCIS / SAWMILL

LEGEND

Thru Lanes (# as indicated)

Turning Lanes (# as indicated)

1234(1234) AM(PM) Traffic Counts

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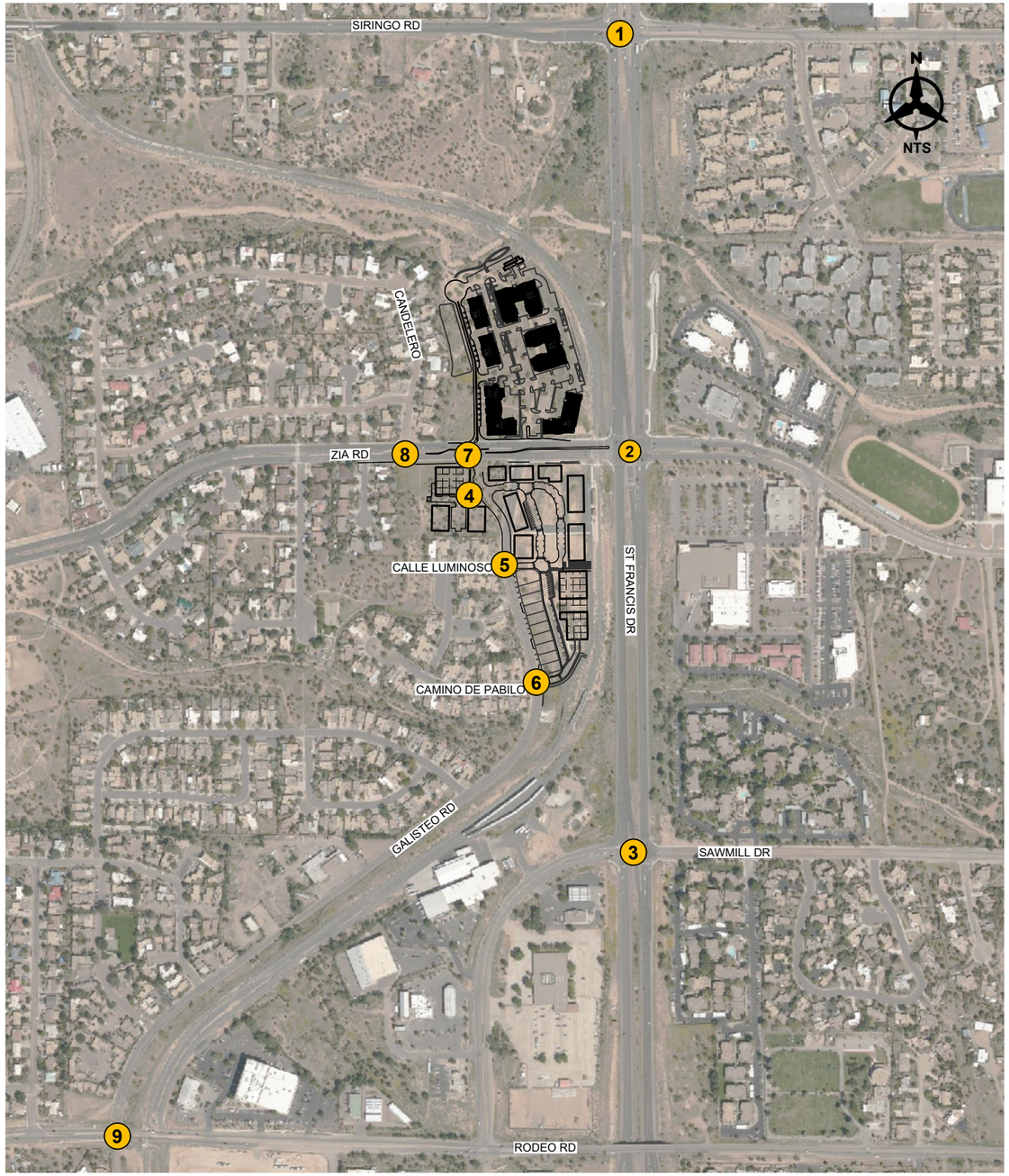
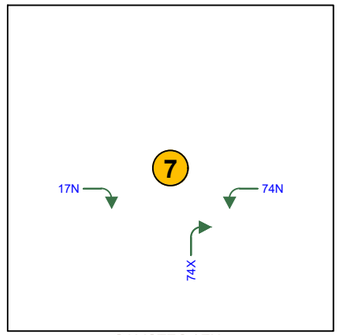
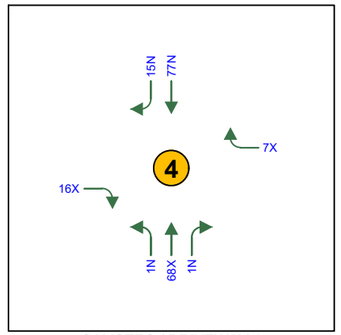
FIGURE 9
TRIP DISTRIBUTION & ASSIGNMENT
VOLUMES AM (PM) - RESIDENTIAL
NORTH





GALISTEO / ZIA



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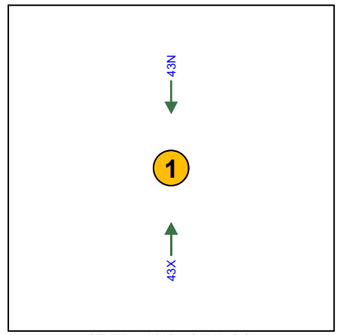
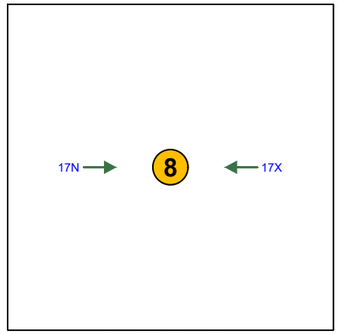
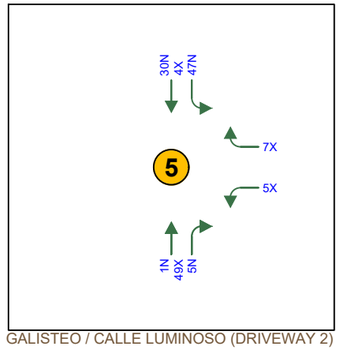


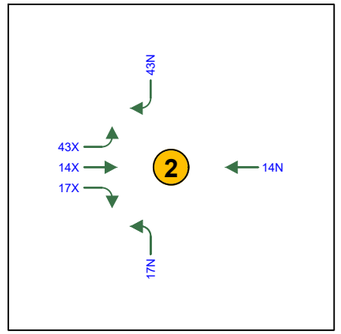
ST FRANCIS / SIRINGO



CANDELERO / ZIA



GALISTEO / CALLE LUMINOSO (DRIVEWAY 2)



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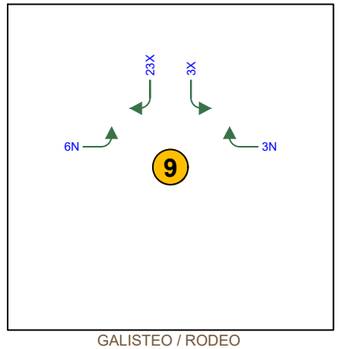
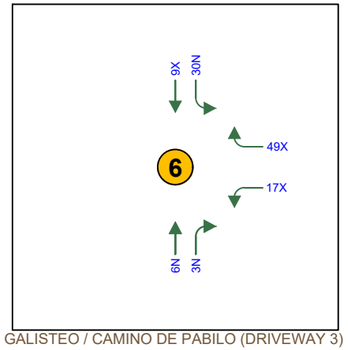
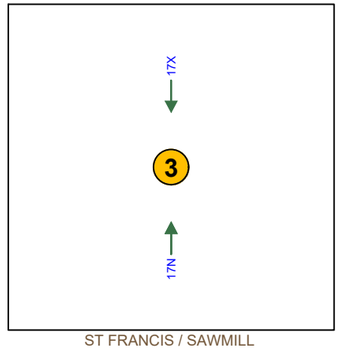


GALISTEO / RODEO



GALISTEO / CAMINO DE PABILO (DRIVEWAY 3)



ST FRANCIS / SAWMILL

LEGEND

- Thru Lanes (# as indicated)
- Turning Lanes (# as indicated)
- 1234(1234) Trip Assignment Percentages
- N Entering
- X Exiting

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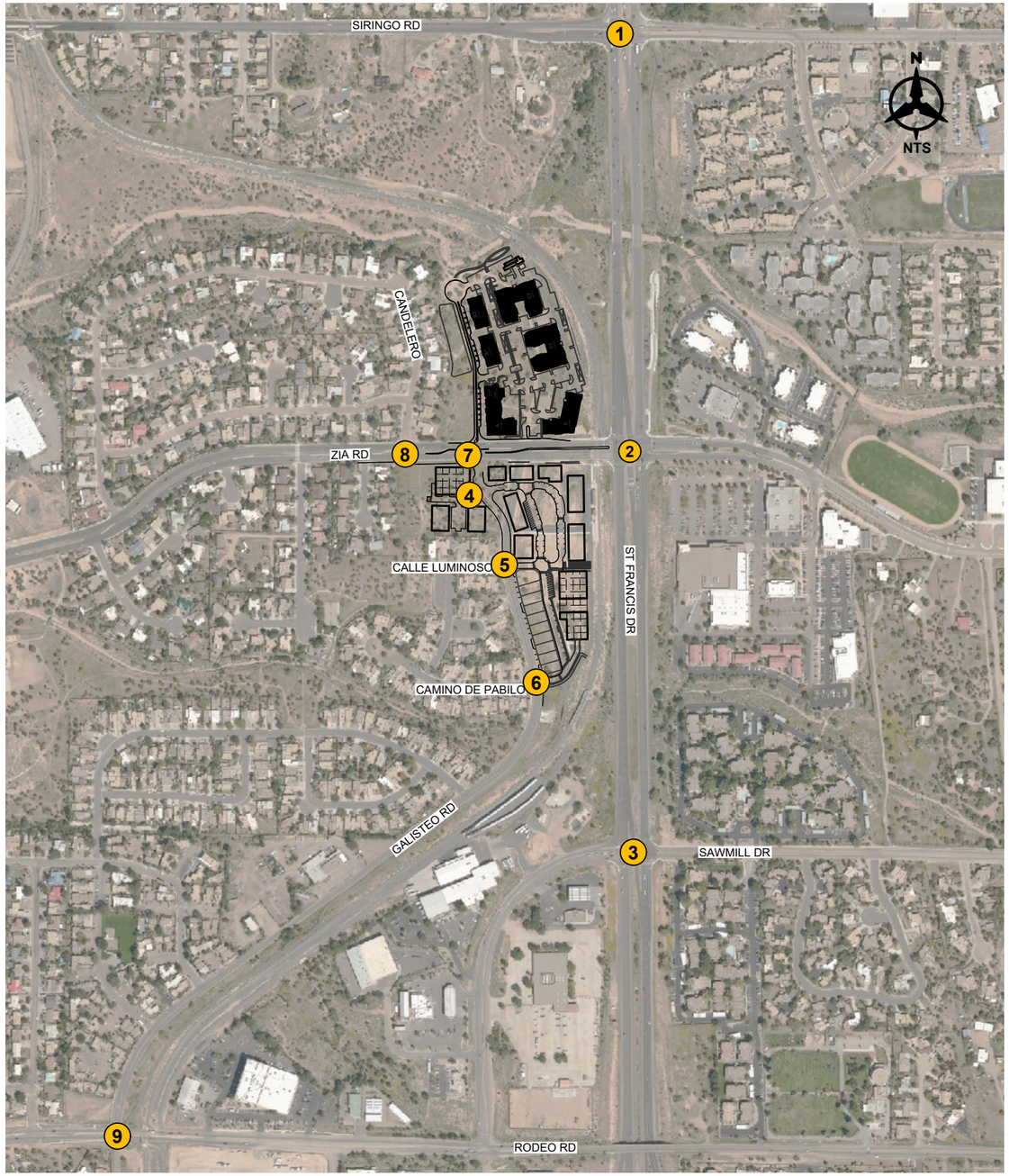
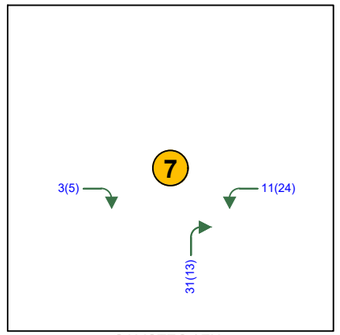
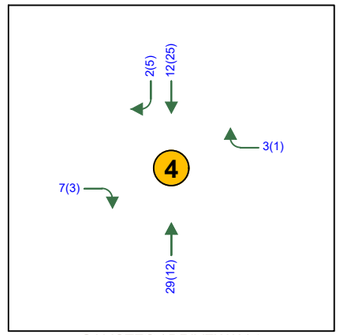
SITE TRAFFIC ANALYSIS

FIGURE 10
TRIP DISTRIBUTION & ASSIGNMENT PERCENTAGES - RESIDENTIAL SOUTH

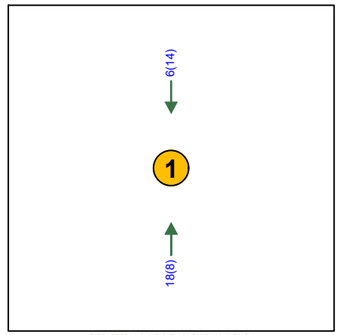




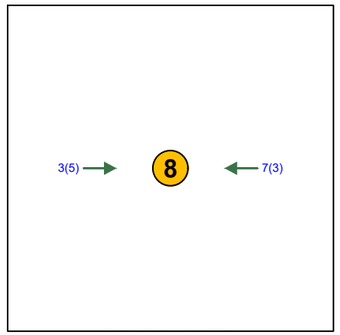
GALISTEO / ZIA



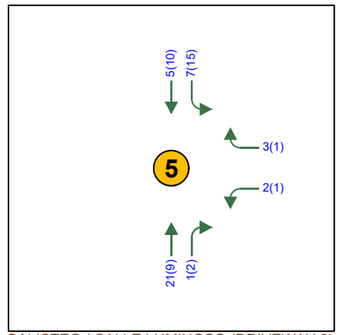
GALISTEO / DRIVEWAY 1



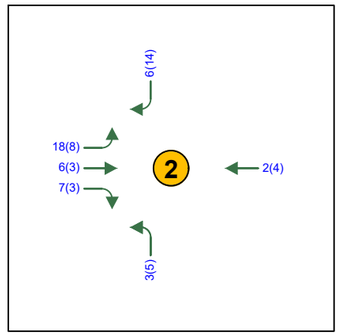
ST FRANCIS / SIRINGO



CANDELERO / ZIA



GALISTEO / CALLE LUMINOSO (DRIVEWAY 2)



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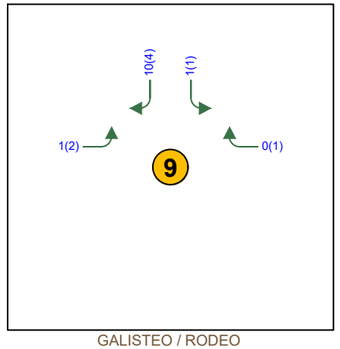
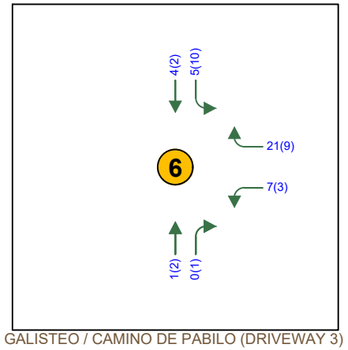
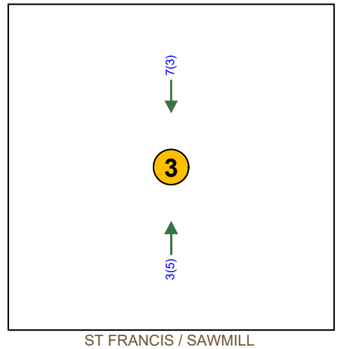


GALISTEO / RODEO



GALISTEO / CAMINO DE PABILO (DRIVEWAY 3)



ST FRANCIS / SAWMILL

LEGEND

Thru Lanes (# as indicated)

Turning Lanes (# as indicated)

1234(1234) AM(PM) Traffic Counts

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FIGURE 11
TRIP DISTRIBUTION & ASSIGNMENT VOLUMES AM (PM) - RESIDENTIAL SOUTH

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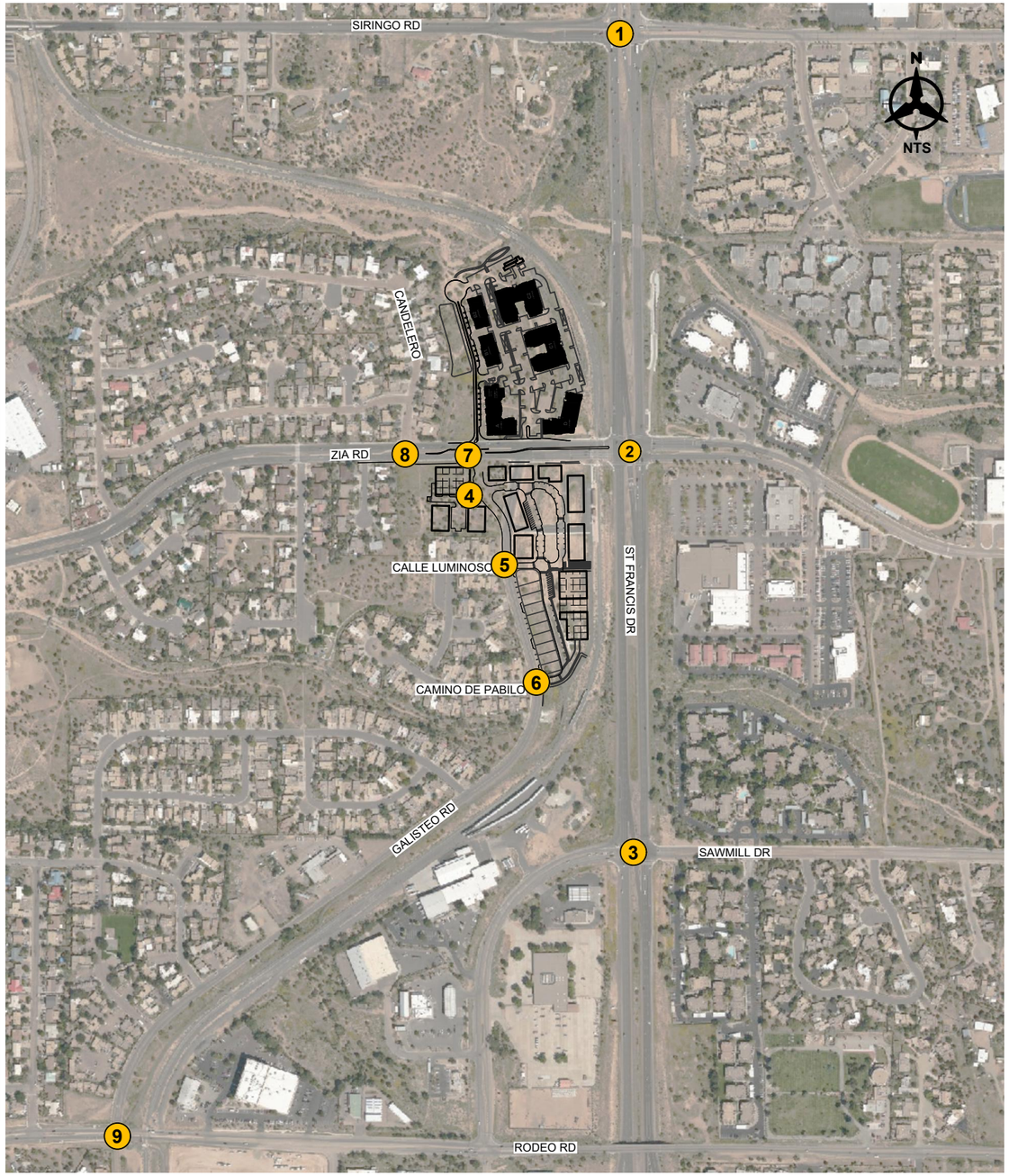
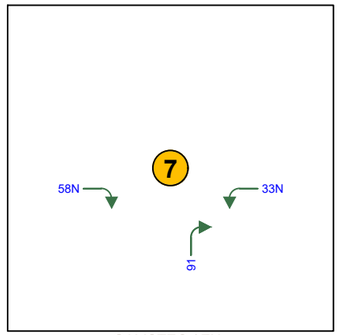
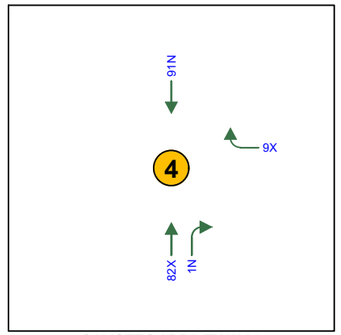
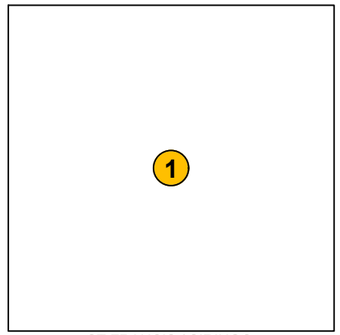




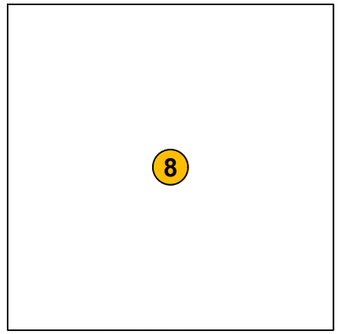
GALISTEO / ZIA



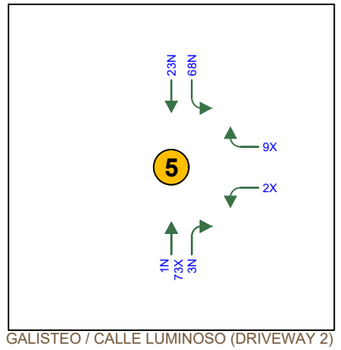
GALISTEO / DRIVEWAY 1



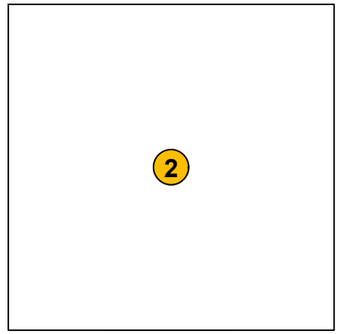
ST FRANCIS / SIRINGO



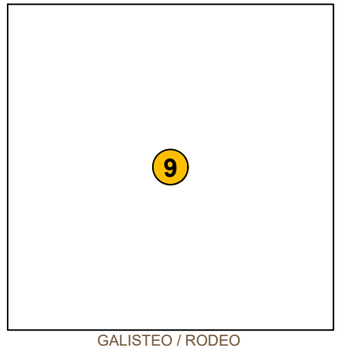
CANDELERO / ZIA



GALISTEO / CALLE LUMINOSO (DRIVEWAY 2)



ST FRANCIS / ZIA



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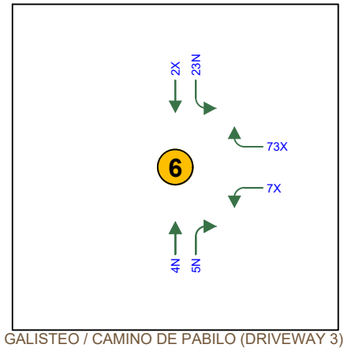
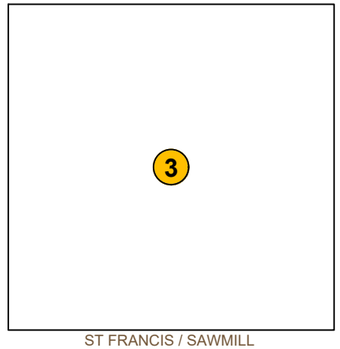


GALISTEO / CAMINO DE PABILO (DRIVEWAY 3)



ST FRANCIS / SAWMILL

LEGEND

	Thru Lanes (# as indicated)
	Turning Lanes (# as indicated)
1234(1234)	Trip Assignment Percentages
N	Entering
X	Exiting

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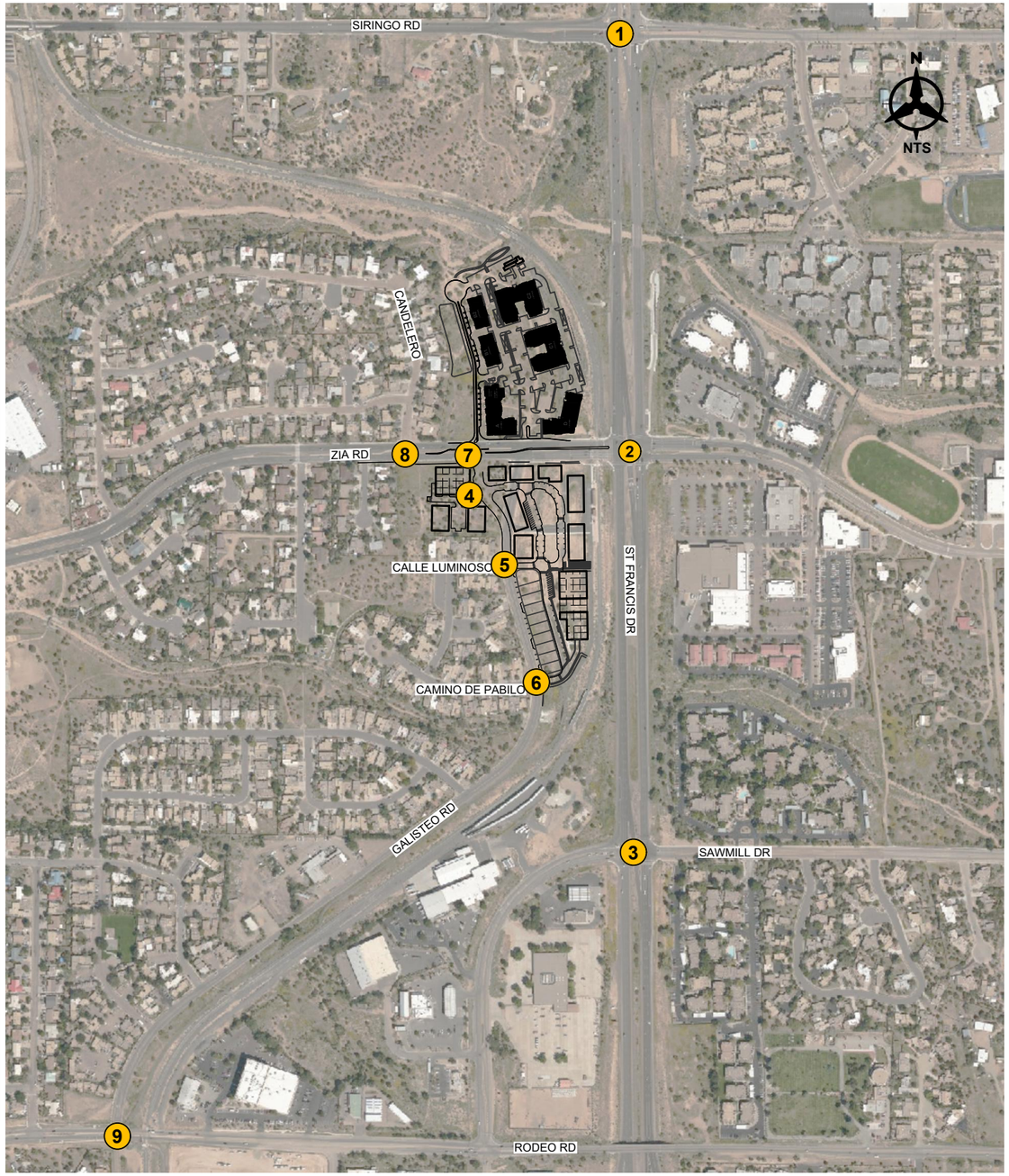
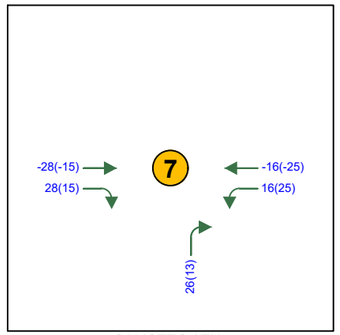
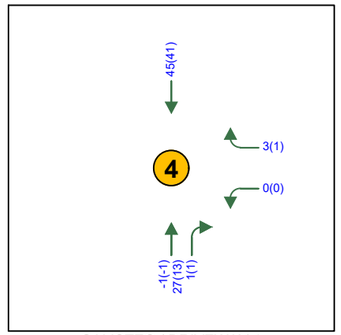
FIGURE 12
TRIP DISTRIBUTION & ASSIGNMENT PERCENTAGES - PASS BY

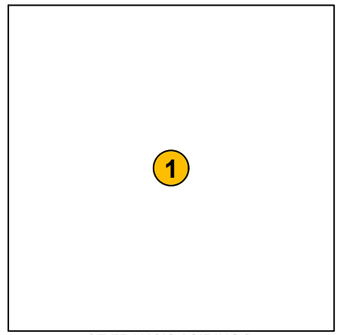




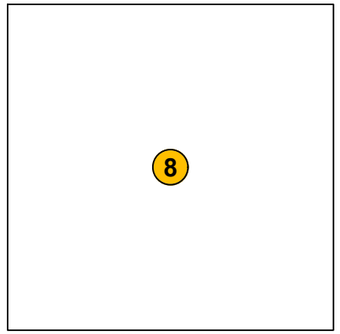
GALISTEO / ZIA



GALISTEO / DRIVEWAY 1



ST FRANCIS / SIRINGO



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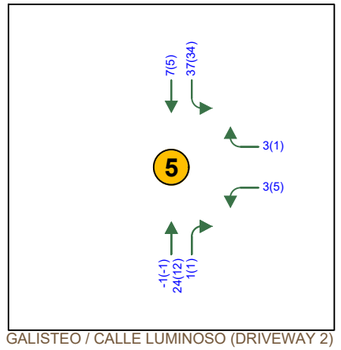

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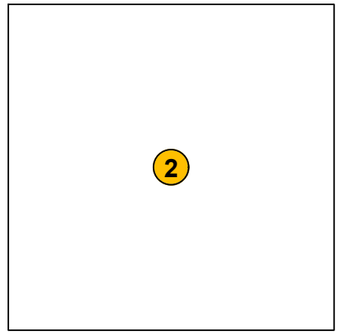

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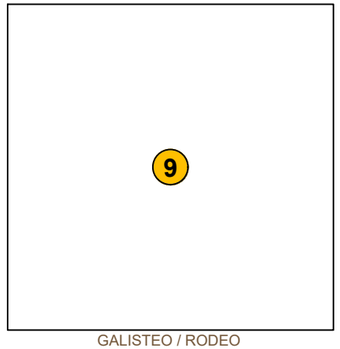
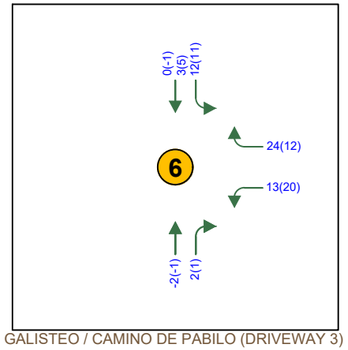
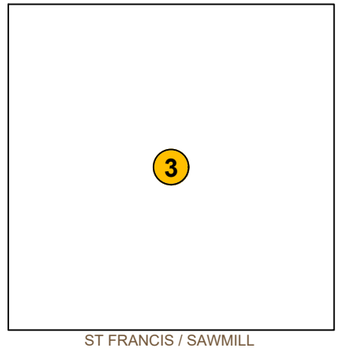


GALISTEO / RODEO



GALISTEO / CAMINO DE PABILO (DRIVEWAY 3)



ST FRANCIS / SAWMILL

LEGEND

- Thru Lanes (# as indicated)
- Turning Lanes (# as indicated)
- 1234(1234) AM(PM) Traffic Counts

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FIGURE 13
TRIP DISTRIBUTION & ASSIGNMENT
VOLUMES PM - PASS-BY

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VI. TRAFFIC AND IMPROVEMENT ANALYSIS

The following section will discuss the results of the future year traffic analysis.

A. LEVEL OF SERVICE ANALYSIS

1. 2024 No Build Intersection Capacity Analysis

For the 2024 No Build scenario, the intersections were again analyzed using HCS7. Table 7 through Table 10 shows the 2024 No Build results. The HCS output is included in Appendix D.

a) *St Francis Drive and Siringo Road*

In the No Build analysis, the signalized intersection of St Francis Drive and Siringo Road continues to operate under capacity in all AM analysis periods. Eastbound right, westbound thru, and westbound right movements in some analysis periods operate at LOS E.

In the PM, the intersection will become overcapacity in most analysis periods with the highest v/c of 1.63, which occurs at 5:15 PM. Delay is expected to be high, particularly from 5:45 PM on. The primary movements operating poorly in the PM include the southbound thru and eastbound right. This is due to the high volume of traffic traveling south on St Francis Drive towards I-25 in the PM peak hour. Note the oversaturated conditions may extend beyond 6:00 PM. Again, these results reflect the scaredy-cat nature of drivers destined for southbound I-25 crowding into the far right lane prior to the interstate.

Table 7 | 2024 No Build Signalized Intersection Results (St Francis & Siringo)

2024 No Build AM				2024 No Build PM			
Period	Delay	LOS	Max V/C	Period	Delay	LOS	Max V/C
7:00	17	B	0.75	16:00	55.3	E	1.09
7:15	18.5	B	0.76	16:15	38.1	D	0.86
7:30	22.4	C	0.74	16:30	59.8	E	1.11
7:45	25.6	C	0.93	16:45	141.2	F	1.24
8:00	21	C	0.68	17:00	299	F	1.41
8:15	20.1	C	0.78	17:15	569.6	F	1.63
8:30	20	B	0.67	17:30	547.5	F	0.97
8:45	19.7	B	0.80	17:45	619.4	F	1.03

b) *St Francis Drive and Zia Road*

The multi-period analysis indicates that in the No Build, the signalized intersection of St Francis Drive and Zia Road operates over capacity from 7:30 to 9:00 AM and from 4:15 to 6:00 PM. The highest v/c in the AM is 1.64, which occurs at 7:45 AM and the highest v/c in the PM is 1.27, which occurs at 5:15 PM, both in the eastbound left movement.

In the AM the eastbound left movement operates over capacity, with high queue spillover into the adjacent thru lane. The primary movements operating poorly in the PM include the southbound thru and eastbound left. The eastbound left-turn lane performs poorly in both AM and PM analysis periods because the storage lengths are not sufficient. Note the oversaturated conditions may extend beyond 9:00 AM and beyond 6:00 PM.

The previous adjustments for lane utilization for southbound through and eastbound left traffic were again applied for the No Build scenario.

Table 8 | 2024 No Build Signalized Intersection Results (St Francis & Zia)

2024 No Build AM				2024 No Build PM			
Period	Delay	LOS	Max V/C	Period	Delay	LOS	Max V/C
7:00	26.6	C	0.90	16:00	50.9	D	1.09
7:15	26.7	C	0.92	16:15	64.4	E	0.96
7:30	59.1	E	1.60	16:30	80.6	F	1.14
7:45	124.5	F	1.64	16:45	122.2	F	1.14
8:00	179.7	F	1.41	17:00	165.4	F	1.14
8:15	267	F	1.56	17:15	190.9	F	1.27
8:30	284.6	F	1.27	17:30	224	F	1.09
8:45	251.5	F	1.04	17:45	248.8	F	1.06

c) *St Francis Drive and Sawmill Road*

In the No Build analysis, the signalized intersection of St Francis Drive and Sawmill Road operates at an overall acceptable level of service in both AM and PM analysis periods. In the AM, the eastbound left and westbound right movements operate at LOS E or F in some analysis periods. In the PM, the eastbound thru movement operates over capacity at 5:15 PM with a v/c of 1.17. Both eastbound and westbound approaches have movements that operate at LOS E or F in most analysis periods.

The adjustments for southbound through lane utilization were again included in this scenario.

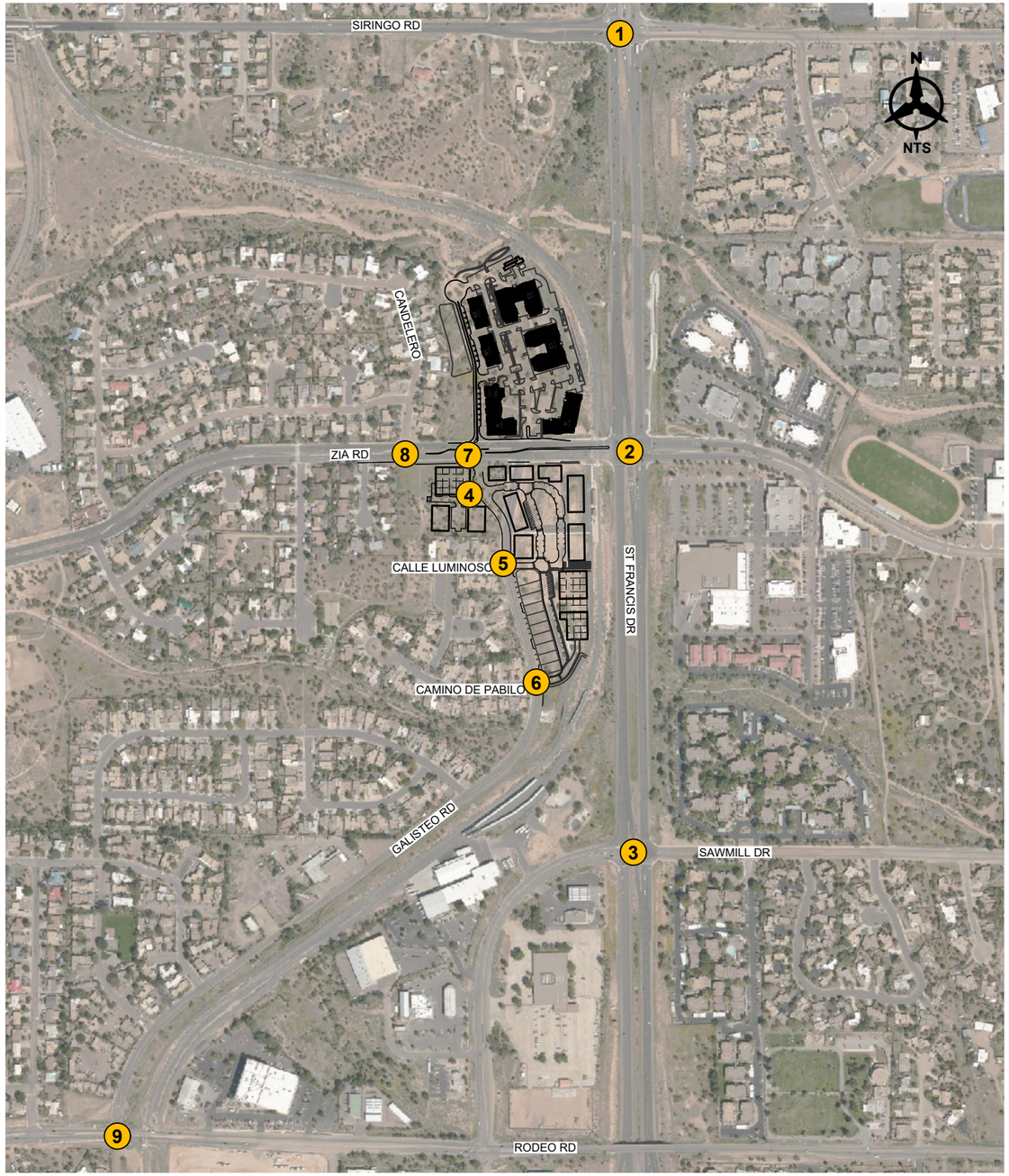
Table 9 | 2024 No Build Signalized Intersection Results (St Francis & Sawmill)							
2024 No Build AM				2024 No Build PM			
Period	Delay	LOS	Max V/C	Period	Delay	LOS	Max V/C
7:00	14.1	B	0.64	16:00	25.2	C	0.83
7:15	16.5	B	0.72	16:15	23	C	0.88
7:30	27.5	C	0.91	16:30	27.3	C	0.93
7:45	29.2	C	0.95	16:45	28.7	C	0.95
8:00	25.1	C	0.87	17:00	29.4	C	0.95
8:15	21.4	C	0.79	17:15	36.8	D	1.17
8:30	19.8	B	0.76	17:30	29.5	C	0.82
8:45	19.4	B	0.77	17:45	26.8	C	0.95

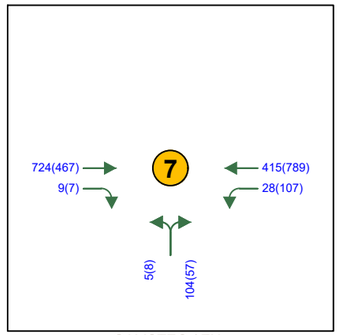
d) *Unsignalized Intersections*

The analysis indicates the unsignalized intersections are expected to continue operating at acceptable levels of service in the No Build. Queueing will remain at one car or less and level of service will not degrade to LOS E or F.

Again, the northbound left turn from Galisteo onto Zia was evaluated with two-stage gap acceptance and results in lower delay for this movement.

Table 10 | 2024 No Build Unsignalized Intersection Results								
	2024 No Build AM Peak				2024 No Build PM Peak			
Intersection/Movement	Delay	v/c	Queue* (ft)	LOS	Delay	v/c	Queue* (ft)	LOS
Zia and Candelero	-	-	-	-	-	-	-	-
Eastbound Left	8.3	0.00	0	A	9.7	0.01	0	A
Southbound Approach	16.6	0.09	25	C	22.1	0.11	25	C
Zia and Galisteo	-	-	-	-	-	-	-	-
Eastbound Left	8.2	0.00	0	A	9.5	0.00	0	A
Westbound Left	9.5	0.04	25	A	8.8	0.10	25	A
Northbound Left	26.0	0.03	25	D	30.0	0.05	25	D
Northbound Right	12.2	0.18	25	B	10.2	0.08	25	B
Galisteo and Calle Luminoso	-	-	-	-	-	-	-	-
Eastbound Approach	9.2	0.01	0	A	9.3	0.01	0	A
Northbound Left	7.3	0.00	0	A	7.5	0.00	0	A
Galisteo and Camino Pabilo	-	-	-	-	-	-	-	-
Eastbound Approach	9.1	0.02	0	A	9.1	0.01	0	A
Northbound Left	7.3	0.00	0	A	7.5	0.00	0	A
Rodeo and Galisteo	-	-	-	-	-	-	-	-
Eastbound Left	8.6	0.03	25	A	9.9	0.03	25	A
Westbound Left	9.8	0.03	25	A	8.7	0.04	25	A
Northbound Approach	18.4	0.17	25	C	15.2	0.07	25	C
Southbound Left	26.9	0.08	25	D	25.5	0.08	25	D
Southbound Right	11.9	0.07	25	B	17.1	0.14	25	C
* – HCM 95th percentile queue rounded to next 25-foot increment								





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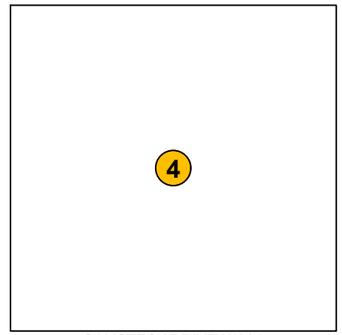

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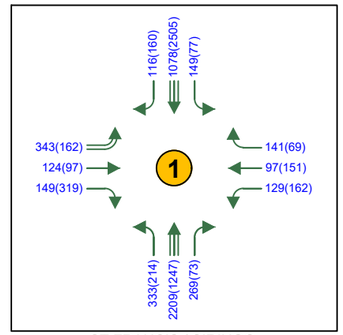

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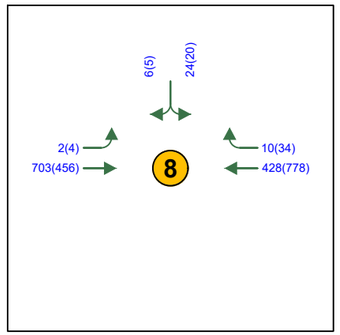

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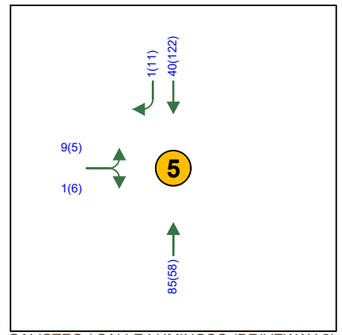

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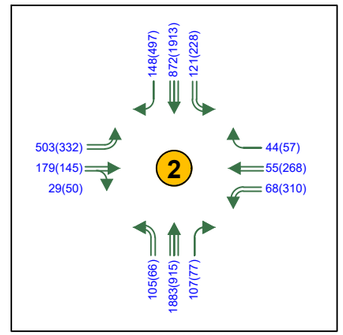
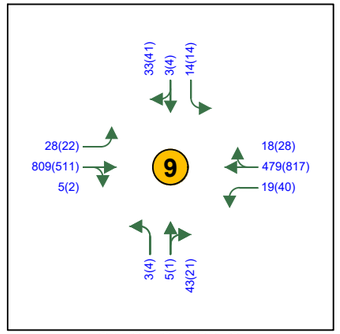


ST FRANCIS / ZIA



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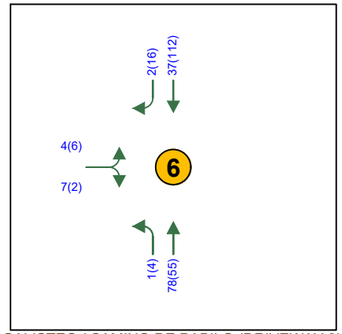

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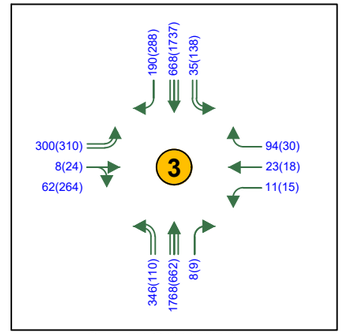

ST FRANCIS / SAWMILL

LEGEND

- Thru Lanes (# as indicated)
- Turning Lanes (# as indicated)
- 1234(1234) AM(PM) Traffic Counts

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FIGURE 14
2024 NO-BUILD AM (PM) PEAK HOUR TRAFFIC VOLUMES

2. 2024 Build Traffic Volumes

The trips generated by the site (Table 6) were assigned to the intersections. These trips were added to the 2024 No Build traffic projections. The 2024 Build LOS are shown in Table 11 through Table 14. The individual intersection output is included in Appendix E.

a) *St Francis Drive and Siringo Road*

In the Build analysis, the signalized intersection of St Francis Drive and Siringo Road continues to operate acceptably overall. The northbound left movement is expected to become overcapacity from 7:45 to 8:00 AM with v/c of 1.08; however, the AM overall will operate no worse than LOS C. Eastbound right, westbound thru, and westbound right movements in some analysis periods continue to operate at LOS E.

In the PM, the southbound thru/right movement will become overcapacity in most analysis periods with the highest v/c of 1.64 occurring at 5:15 PM. Delay is expected to be high in the southbound direction, particularly from 6:45 PM on. The primary movements operating poorly in the PM include the southbound thru/right and eastbound right. Note the oversaturated conditions may extend beyond 6:00 PM.

The adjustments for southbound through lane utilization were again included in this scenario.

Table 11 | 2024 Build Signalized Intersection Results (St Francis & Siringo)

2024 Build AM				2024 Build PM			
Period	Delay	LOS	Max V/C	Period	Delay	LOS	Max V/C
7:00	17.3	B	0.75	16:00	55.1	E	1.08
7:15	18.5	B	0.76	16:15	40.5	D	0.86
7:30	25.2	C	0.83	16:30	75.5	E	1.18
7:45	31.8	C	1.08	16:45	198.1	F	1.35
8:00	23.2	C	0.69	17:00	382.1	F	1.46
8:15	25.3	C	0.82	17:15	653.1	F	1.64
8:30	20.8	C	0.67	17:30	628.4	F	0.98
8:45	20.3	C	0.81	17:45	711.1	F	1.03

b) *St Francis Drive and Zia Road*

The signalized intersection of St Francis Drive and Zia Road improves significantly overall in the Build analysis. With the addition of a third eastbound left turn lane and additional storage due to the realignment of Galisteo Road, the eastbound left

movement will experience a reduction in queueing and delay. These improvements are conceptually shown in Figure 16 on page 39. It is also expected that with the improved performance of the eastbound left, there may be a reduction in trips known to go eastbound through the intersection of St Francis and Zia, perform a u-turn east of the intersection, and turn right onto St Francis. To account for this reduction, 10% of total eastbound thru trips were reduced from this movement and assigned to the eastbound left.

In the AM, the intersection operates at an overall acceptable level of service with no oversaturated movements. The eastbound thru/right movement is expected to experience queue spillover from 7:45 to 8:15 AM (4 cars). Though the eastbound thru/right spills over into the adjacent lane by four (4) cars in the AM, only one (1) car blocks the intersection of Zia and Galisteo. The AM will operate no worse than LOS C overall with the proposed improvements. However, eastbound thru/right, northbound left, and southbound left movements in some analysis periods will operate at LOS E or F. The operation of the eastbound thru/right movement in particular is expected to worsen. This is due to the decrease in eastbound thru lanes to accommodate the third left-turn lane. The remaining eastbound thru lane will become a shared thru/right lane, which will begin just east of the Zia Road and Galisteo Road intersection. This relatively slight reduction delay and level of service is seen as an appropriate trade-off, as the proposed improvements provide substantial improvement over the Existing and No Build operations.

*** Micro-Simulation**

Overcapacity intersections and movements and free right turns were further evaluated using micro-simulation tools to provide additional results that consider driver behavior. When these movements were evaluated in the TransModeler micro-simulation tool, it shows no spillover and generates reasonable delay. In situations like this when results from HCS and TransModeler differ, adjustments to HCS can be made to overcome limitations in the HCM. This was not done in this case. However, use of micro-simulation tools to supplement HCM procedures in oversaturated conditions is an acceptable use per the HCM.

The eastbound thru/right movement is not expected to add delay to the adjacent lane from spillover. Field conditions indicate the southbound thru movement does queue back past Siringo occasionally, particularly in the outside most lane with drivers preparing for the I-25 southbound on ramp.

In the PM, the southbound thru movement will become overcapacity in two analysis periods with the highest v/c of 1.08*, which occurs at 5:00 PM. The eastbound thru/right movement is expected to experience queue spillover at 4:30 (1 car) and 5:00 (1 car). The primary movements operating poorly in the PM include the eastbound thru/right, westbound left, southbound left, and southbound thru.

Table 12 | 2024 Build Signalized Intersection Results (St Francis & Zia)							
2024 Build AM				2024 Build PM			
Period	Delay	LOS	Max V/C	Period	Delay	LOS	Max V/C
7:00	21.5	C	0.34	16:00	36.1	D	0.99
7:15	20.5	C	0.48	16:15	31.9	C	0.91
7:30	25.3	C	0.78	16:30	45.8	D	1.05
7:45	28.5	C	0.99	16:45	42.8	D	0.94
8:00	25.6	C	0.91	17:00	50.7	D	1.08
8:15	23.9	C	0.74	17:15	60.1	E	0.98
8:30	20.9	C	0.69	17:30	57.4	E	0.99
8:45	21.2	C	0.68	17:45	50.6	D	0.97

c) *St Francis Drive and Sawmill Road*

In the Build analysis, the signalized intersection of St Francis Drive and Sawmill Road operates at an overall acceptable level of service in both AM and PM analysis periods. In the AM, the eastbound left and westbound right movements operate at LOS E or F in some analysis periods. In the PM, the eastbound thru/right movement operates over capacity at 5:15 PM with a v/c of 1.10. Both eastbound and westbound approaches have movements that operate at LOS E or F in most analysis periods.

The adjustments for southbound through lane utilization were again included in this scenario.

Table 13 | 2024 Build Signalized Intersection Results (St Francis & Sawmill)							
2024 Build AM				2024 Build PM			
Period	Delay	LOS	Max V/C	Period	Delay	LOS	Max V/C
7:00	14	B	0.64	16:00	26.5	C	0.73
7:15	16	B	0.72	16:15	24.7	C	0.88
7:30	25.3	C	0.87	16:30	29	C	0.89
7:45	28.5	C	0.96	16:45	29.4	C	0.91
8:00	23.6	C	0.84	17:00	30.5	C	0.91
8:15	21.2	C	0.79	17:15	35.7	D	1.10
8:30	19	B	0.76	17:30	27.1	C	0.82
8:45	18.5	B	0.77	17:45	27.8	C	0.91

d) *Unsignalized Intersections*

The analysis indicates the unsignalized intersections are expected to continue operating at acceptable levels of service in the No Build. The proposed improvements restrict the Zia and Galisteo intersection to left-in/right-in/right-out only. Queueing will remain at one car or less and level of service will not degrade to LOS E or F.

The proposed site entrances are also expected to operate acceptably with minimal queueing and delay.

The intersection of Zia Road and Candelero was evaluated with a westbound u-turn movement due to the restricted left-out at Zia Road and Galisteo Road. This movement is expected to operate acceptably with a queue of one vehicle in both the AM and PM peak hours.

A peak hour traffic signal warrant analysis was performed for the Zia and Galisteo intersection and a traffic signal was not warranted. A copy of the peak hour traffic signal warrant analysis is included in Appendix E.

Table 14 | 2024 Build Unsignalized Intersection Results								
	2024 Build AM Peak				2024 Build PM Peak			
Intersection/Movement	Delay	v/c	Queue* (ft)	LOS	Delay	v/c	Queue* (ft)	LOS
Zia & Candelero	-	-	-	-	-	-	-	-
Eastbound Left	8.5	0.00	0	A	9.8	0.01	0	A
Westbound U Turn	14.6	0.11	25	B	10.8	0.04	25	B
Southbound Approach	15.9	0.09	25	C	18.2	0.09	25	C
Zia & Galisteo	-	-	-	-	-	-	-	-
Eastbound Left	8.3	0.01	0	A	9.7	0.02	25	A
Westbound Left	11.9	0.29	50	B	9.9	0.25	25	A
Northbound Right	15.3	0.42	75	C	11.7	0.27	50	B
Southbound Right	10.4	0.15	25	B	11.9	0.11	25	B
Galisteo & D1	-	-	-	A	-	-	-	-
Eastbound Right	9.9	0.01	0	A	9.3	0.01	0	A
Westbound Right	9.2	0.02	0	A	9.1	0.02	25	A
Northbound Left	7.8	0.00	0	A	7.6	0.00	0	A
Galisteo & D2/Calle Luminoso	-	-	-	-	-	-	-	-
Eastbound Approach	15.0	0.03	25	B	11.6	0.02	25	B
Westbound Approach	13.5	0.09	25	B	12.8	0.09	25	B
Northbound Left	7.5	0.00	0	A	7.6	0.00	0	A
Southbound Left	8.2	0.15	25	A	8.0	0.10	25	A
Galisteo & D3/Camino Pabilo	-	-	-	-	-	-	-	-
Eastbound Approach	11.1	0.02	25	B	9.8	0.01	0	A
Westbound Approach	11.6	0.26	25	B	11.6	0.27	50	B
Northbound Left	7.3	0.00	0	A	7.5	0.00	0	A
Southbound Left	7.7	0.07	25	A	7.5	0.05	25	A
Rodeo & Galisteo	-	-	-	-	-	-	-	-
Eastbound Left	8.7	0.05	25	A	10.1	0.05	25	B
Westbound Left	9.7	0.03	25	A	8.6	0.04	25	A
Northbound Approach	18.8	0.17	25	C	16.9	0.08	25	C
Southbound Left	32.3	0.22	25	D	28.6	0.18	25	D
Southbound Right	13.1	0.18	25	B	21.2	0.34	50	C
* – HCM 95th percentile queue rounded to next 25-foot increment								

e) *Queue Discussion*

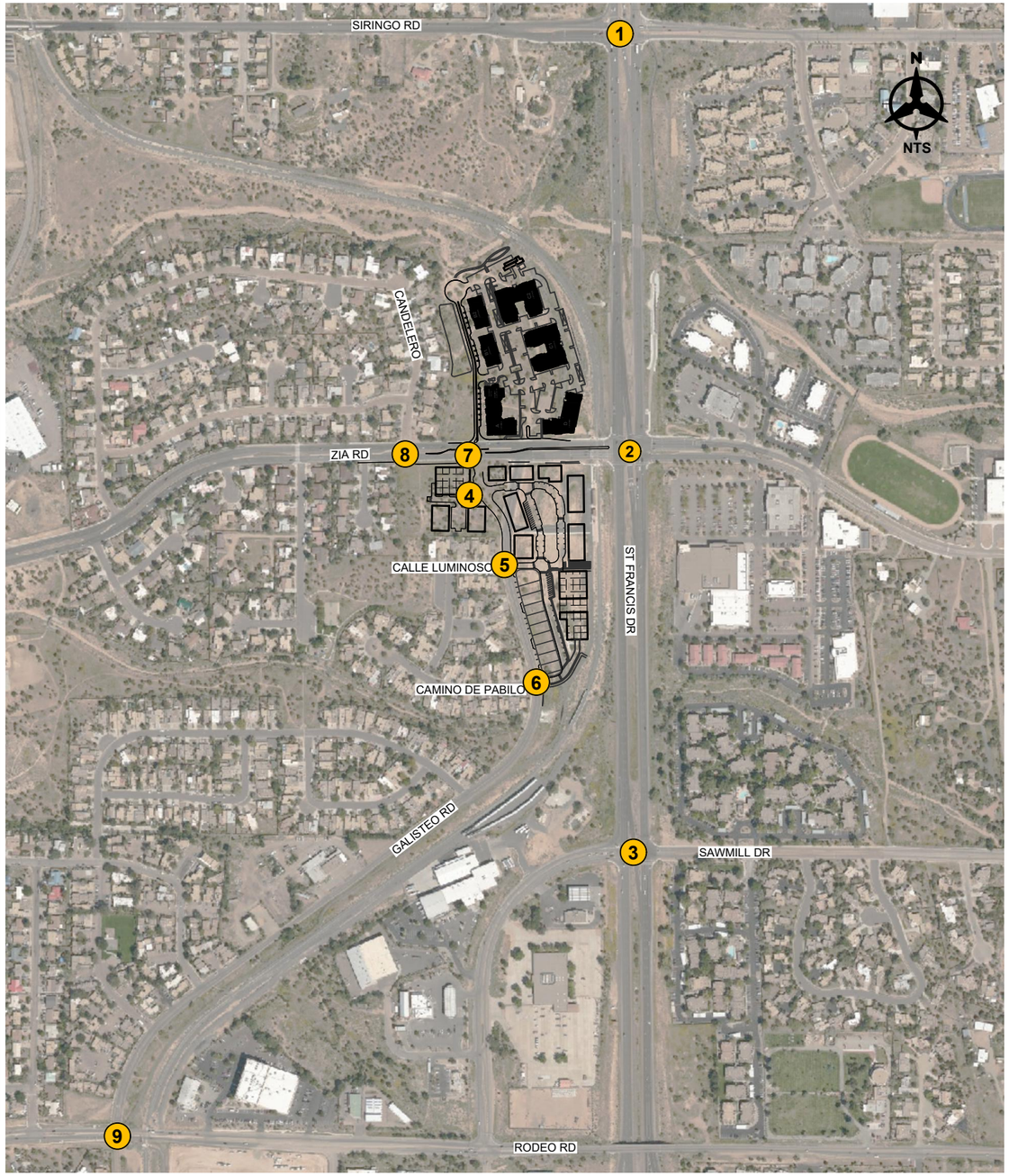
The following section reports the expected maximum queueing for new movements on Zia.

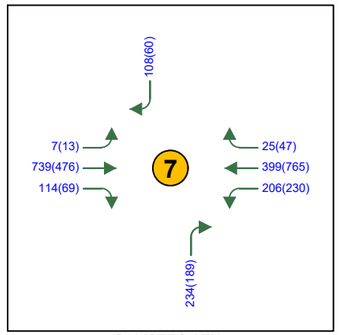
Queueing is not expected to exceed the available storage with the exception of two instances at St Francis Drive and Zia Road: eastbound thru/right in the AM and PM and westbound left in the PM. The eastbound thru/right will experience queue spillover of approximately four (4) vehicles in the AM and one (1) vehicle in the PM. Westbound left will have about two (2) vehicles extend beyond the available storage.

The eastbound and westbound left turn bays at Zia Road and Galisteo Road, and the westbound u-turn at Candelero, are not expected to queue beyond available storage.

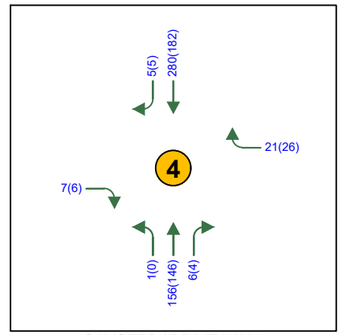
Table 15 | Max Queue Results

Movement	Available Storage	AM	PM
St Francis & Zia	-	-	-
Eastbound Left	395	244	202
Eastbound Thru/Right	375	484	402
Westbound Left	200	53	236
Westbound Thru	240	77	218
Westbound Right	150	124	86
Zia & Galisteo	-	-	-
Eastbound Left	84	0	25
Westbound Left	126	50	25
Zia & Candelero	-	-	-
Westbound U Turn	84	25	25

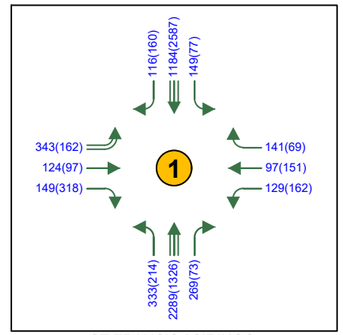




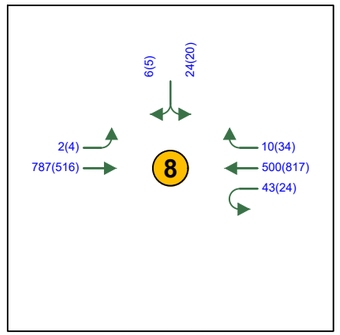
GALISTEO / ZIA



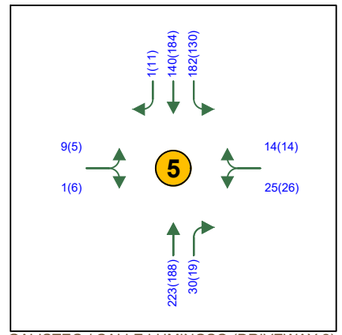
GALISTEO / DRIVEWAY 1



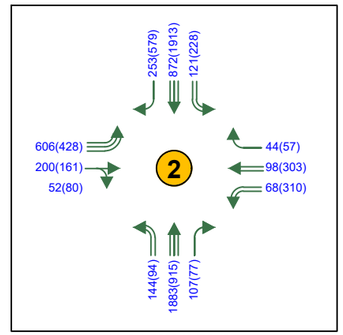
ST FRANCIS / SIRINGO



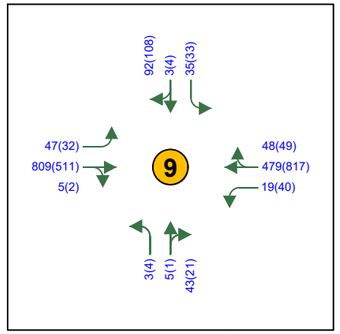
CANDELERO / ZIA



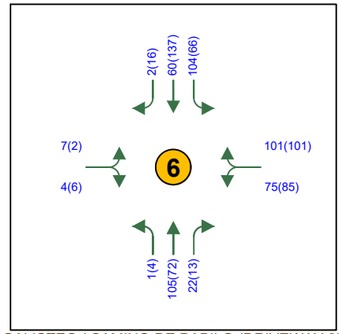
GALISTEO / CALLE LUMINOSO (DRIVEWAY 2)



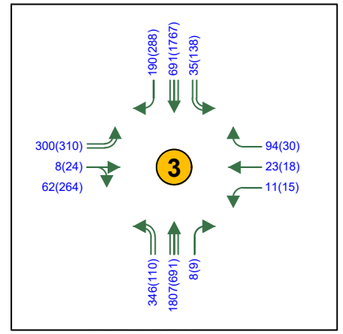
ST FRANCIS / ZIA



GALISTEO / RODEO



GALISTEO / CAMINO DE PABILO (DRIVEWAY 3)



ST FRANCIS / SAWMILL

LEGEND

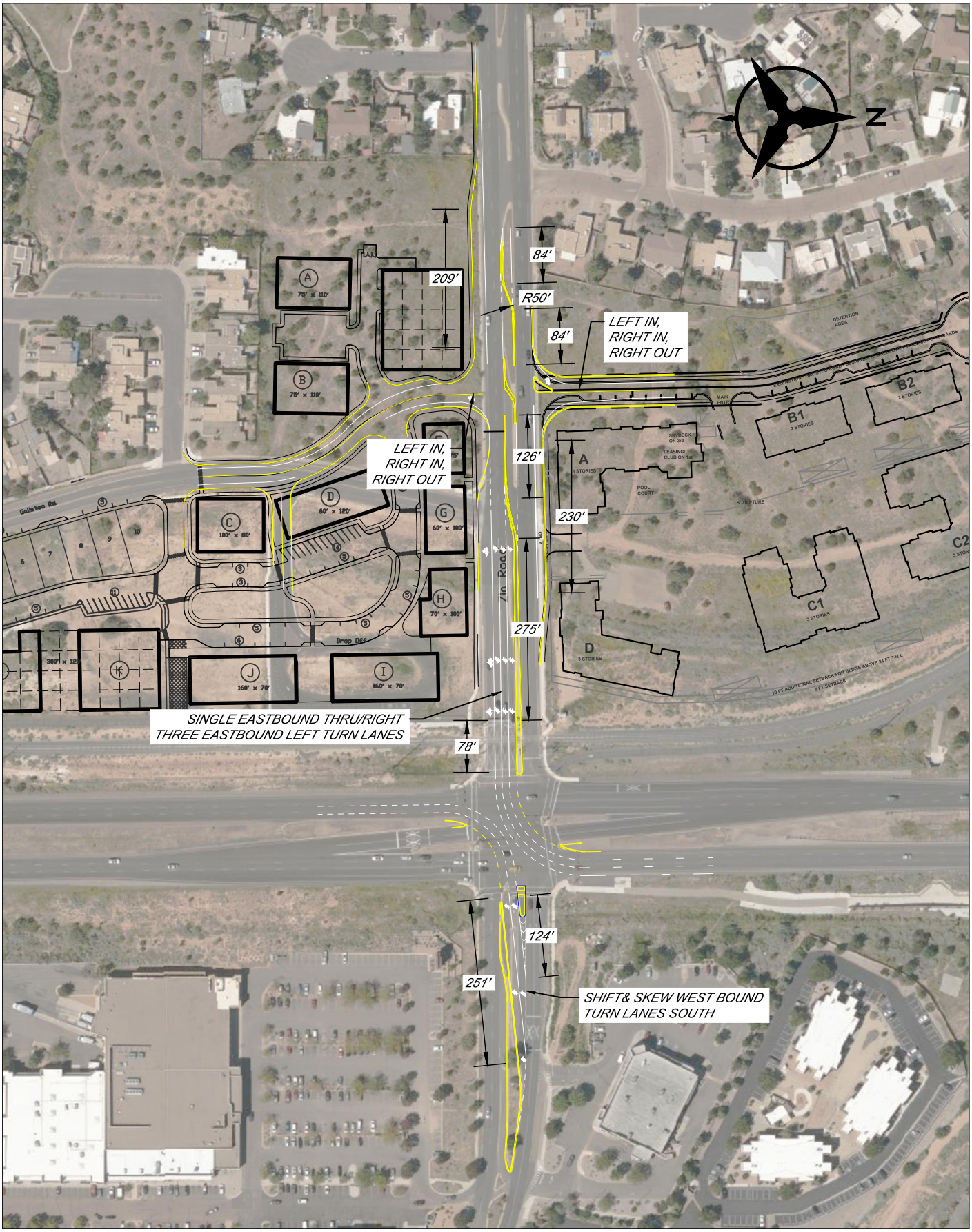
- Thru Lanes (# as indicated)
- Turning Lanes (# as indicated)
- 1234(1234) AM(PM) Traffic Counts

Bohannan Huston
www.bhinc.com 800.877.5332

ZIA STATION
SANTA FE, NEW MEXICO
SITE TRAFFIC ANALYSIS

FIGURE 15
2024 BUILD AM (PM) PEAK HOUR TRAFFIC VOLUMES

P:\20200464\TRANS\Study\Report-Production\Report Figures\20200464_Figures.dwg Oct 01, 2020 - 10:12am



Bohannan Huston www.bhinc.com 800.877.5332	ZIA STATION SANTA FE, NEW MEXICO SITE TRAFFIC ANALYSIS	FIGURE 16 RECOMMENDED IMPROVEMENTS

P:\20200464\TRANS\Study\Report-Production\Report Figures\Galisteo_Redlignment_TRANSMIT.dwg Sep 23, 2020 - 11:36am

VII. SAFETY ANALYSIS

To assess the safety performance of all major roadways located within the study area, a safety analysis was performed using Highway Safety Software (HSS). Geometric parameters along with annual average daily traffic (AADT) calculations and three years of prior crash data were applied to determine the predicted crash frequency for existing (2020) and future (2024) no build and build scenarios.

The AADT for each case was estimated by implementing the principle for which the peak hourly factor is ten percent of the annual average daily traffic volume. Crash data was provided by NMDOT for the years 2015 through 2017. Roadways in this urban study involve sections of St Francis Drive, Zia Road, and Sawmill Road.

This study reports the predicted crash frequency rather than the expected crash frequency. It should be noted, to estimate expected crash frequency, the project level-parameters should be calibrated to local conditions. New Mexico does not currently have any calibrated parameters; therefore, the calibrated default parameters from the Highway Safety Manual were used. These values were derived using data collected from multiple states including Washington and California.

Observed versus Predicted Crashes

The Highway Safety Manual (HSM) defines **observed crash frequency** as the historical crash data reported at the site during the period of analysis. The **predicted crash frequency** is the crash frequency calculated based on geometric design, traffic control features, and traffic volume of the site.

A. ST. FRANCIS DRIVE

The roadway section of St Francis Drive included in the study is between Siringo Road and Sawmill Road. The posted speed is 45 MPH with a three-lane divided highway typical cross section. HSS does not provide this type of section, thus it was modeled as a four-lane divided highway. The 40-foot median was measured in Google Earth. No driveways exist on St Francis. This roadway was modeled starting at St Francis and Siringo and ending at St Francis Drive and Sawmill.

Observed crash data revealed 118 crashes at the Siringo intersection, 128 crashes at the Zia intersection, and 83 crashes at the Sawmill intersection. The segments between these crossings, however, have significantly less observed crashes. The segment between Siringo and Zia has 22 observed crashes, while the segment between Sawmill and Zia has 16 observed crashes.

For existing conditions, results show the total number of predicted crashes is 19.44 crashes per year. The section with the highest number of predicted crashes is St-

Francis-Siringo intersection, of 6.36 crashes per year. The section with the lowest number of predicted crashes is the segment between Sawmill Road and Zia Road, of 1.73 crashes per year.

The 2024 no build safety analysis involved updating the traffic volume for all segments and intersections. This led to higher results for the predicted crash frequency. The total number of predicted crashes for 2024 no build study is 20.40 crashes per year. This implies one additional crash will be observed compared to 2020 existing conditions.

Similar to the no build analysis, the 2024 build study increased the AADT to determine the number of predicted crashes. This resulted in 21.31 total predicted crashes per year for 2024 build conditions. Based on these values, one additional crash will be observed compared to 2024 no build conditions and two additional crashes compared to 2020 existing results. Results for St Francis Drive are shown in Table 16. Full report outputs are located in Appendix E.

Table 16 | Predicted Crash Frequency for St Francis Drive

Location	Observed Crashes (2015-2017)	Predicted Crashes per Year		
		2020 Existing	2024 No Build	2024 Build
Sawmill	83	4.51	4.73	4.83
North of Sawmill	16	1.73	1.82	1.87
Zia	128	4.69	4.91	5.29
North of Zia	22	2.15	2.26	2.37
Siringo	115	6.36	6.68	6.96
Total		**19.44**	**20.40**	**21.31**

B. ZIA ROAD

The section of Zia Road included in the safety analysis includes Santa Fe High School driveways east to St Francis Drive. The typical cross section for Zia is a four-lane undivided roadway with existing driveways. The posted speed limit is 35 MPH and lighting is present throughout.

Observed crashes on Zia are concentrated at the Galisteo and St Francis intersections, with 14 and 128 crashes respectively, while the remainder of the corridor has a low number of observed crashes. The existing 2020 analysis predicts 7.90 crashes per year.

The 2024 no build analysis generated a predicted crash frequency of 8.28 crashes per year. This is about one additional predicted crash compared to the 2020 existing analysis.

Results from the 2024 build analysis showed an increase in the total predicted crash frequency to 9.94 crashes per year. This is one additional predicted crash compared to 2024 no build analysis and two additional predicted crashes compared to 2020 existing results. Results for the crash analysis on Zia are displayed in Table 17.

Table 17 | Predicted Crash Frequency for Zia Road

Location	Observed Crashes (2015-2017)	Predicted Crashes per Year		
		2020 Existing	2024 No Build	2024 Build
West of School Driveway	4	0.99	1.04	1.21
Candelero - West	0	0.28	0.30	0.34
East of Candelero (West)	1	0.76	0.79	0.93
Candelero - East	0	0.30	0.31	0.38
East of Candelero (East)	2	0.32	0.33	0.42
Galisteo	14	0.38	0.40	0.80
East of Galisteo	0	0.19	0.20	0.24
St Francis	128	4.69	4.91	5.08
Total		**7.90**	**8.28**	**9.94**

C. SAWMILL ROAD

A safety analysis was performed on Sawmill Road from Rodeo Road to St Francis Drive. With a posted speed of 35 MPH, the typical cross section is a four-lane undivided segment. Driveways are present throughout.

Crash data shows 26 observed crashes at the Rodeo intersection and 83 at St Francis and Sawmill intersection. Four crashes were recorded between these intersections on Sawmill. For 2020 existing analysis, the total predicted crash frequency is 6.48 crashes per year. This is slightly less than the 2024 no build predicted crash frequency, of 6.80 crashes per year.

The predicted crash frequency for the 2024 build analysis is 6.94. This implies there will be little to no change in the number of observed crashes between build and no build conditions. Results for the Sawmill analysis can be found in Table 18.

Table 18 | Predicted Crash Frequency for Sawmill Road				
Location	Observed Crashes (2015-2017)	Predicted Crashes per Year		
		2020 Existing	2024 No Build	2024 Build
Rodeo	26	1.87	1.96	2.01
North of Rodeo	4	0.66	0.69	0.69
St Francis	83	3.96	4.15	4.24
Total		**6.48**	**6.80**	**6.94**

VIII. CONCLUSIONS AND RECOMMENDATIONS

A. CONCLUSIONS

The traffic analysis found the St Francis and Zia signalized intersection does not operate at acceptable levels of service under the Existing 2020 and 2024 No Build. Proposed improvements to the eastbound approach are expected to help improve the operation of the intersection in 2024 Build.

In the existing and no build analyses, the St Francis Drive and Siringo Road signalized intersection operates overall acceptably in all analysis periods in the AM but is overall LOS F in most 15-minute analysis periods in the PM. St Francis Drive and Zia Road operates overall F in most analysis periods in the AM and PM, with oversaturated conditions and queueing in the eastbound left lane. St Francis Drive and Sawmill Road operates overall acceptably in all analysis periods in the AM and PM. Each intersection has numerous movements that operate at LOS E or worse in the AM and PM.

In the build analysis, St Francis Drive and Zia Road operates at an overall acceptable LOS in all 15-minute analysis periods in the AM. In the PM, four analysis periods will operate at overall LOS E or worse. The operation of the eastbound left movement improves significantly in both AM PM; however, the eastbound thru/right movement is expected to worsen, particularly in the AM. This is considered to be an acceptable trade-off to the overall improvement to operations at the intersection due to the proposed improvements,

The unsignalized intersections and site driveways operate acceptably in the existing, no build, and build analyses.

B. RECOMMENDATIONS

- All designs shall satisfy the Manual on Uniform Traffic Control Devices (MUTCD) requirements.
- At the intersection of St Francis Drive and Zia Road it is recommended the dual eastbound left-turn lanes be converted to three total turn lanes. The inside most left-turn lane should be extended to a length of 275 feet from the stop bar. The two outside lanes will also serve eastbound left turns, which should extend 400 feet from the stop bar to the new Galisteo Road.
- With the triple eastbound left-turn lanes, the existing shared eastbound thru and right-turn lane will need to be extended east of the Zia Road and Galisteo Road intersection towards the new re-aligned Galisteo Road intersection (see below). Traveling eastbound on Zia Road through Galisteo Road, motorists must move right into the shared thru/right lane.

Implementation of temporary signage alerting motorists of the new intersection configuration will be needed.

- This project is proposing to re-align Galisteo Road to the west to increase queue storage on Zia Road between Galisteo Road and St Francis Drive.
- It is recommended that Zia Road and Galisteo Road operate as a left-in/right-in/right-out only intersection. Due to the short distance between this intersection and St Francis Drive, there are safety concerns for the northbound and southbound left-turn movements attempting the cross thru traffic (it is easy to misjudge how fast a vehicle is approaching). This will require construction of a median to prevent northbound and southbound left-turn movements. In addition, the northbound right turn lane will be perpendicular to Zia Road, with a short bulb out to allow passing eastbound drivers access to the eastbound through/right lane at St Francis. This was done as it was considered unsafe to construct the northbound right turn as a free right due to the potential of conflicts with northbound right and eastbound drivers.
- A westbound left-turn lane at Zia Road and Candelero Road is recommended to allow for u-turns. The removal of northbound and southbound lefts from Galisteo Road onto Zia Road may result in motorists performing u-turns at Candelero Road.
- East and westbound right-turn lanes are recommended from Zia Road onto Galisteo Road and should be designed to NMDOT State Access Management Manual (SAMM) deceleration lane standards.
- To accommodate the third eastbound left-turn lane at St Francis Drive and Zia Road, additional improvements will be required at this intersection. This includes adjusting the dual westbound left-turn lanes to properly position the opposing left-turn lanes. Moving the westbound left-turn lanes will require the pedestrian refuge to be located between the westbound left-turn and westbound thru lanes. Other improves include modifying the medians on St Francis to accommodate the eastbound and westbound left-turn lane paths. Considerations for the northbound signal and the drop inlet on St Francis may also be required.

APPENDIX A
EXISTING DATA, TRAFFIC COUNTS, AND CRASH DATA

Mike Henderson Consulting, LLC
Albuquerque, NM

File Name : Galisteo & Calle Luminoso
Site Code : 00000000
Start Date : 3/10/2020
Page No : 1

Groups Printed- Cars - Trucks

	Calle Luminoso Eastbound					Westbound					Galisteo Rd Northbound					Galisteo Rd Southbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
06:00	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	7
06:15	0	0	0	0	0	0	0	0	0	0	0	10	0	0	10	0	1	0	0	1	11
06:30	0	0	0	0	0	0	0	0	0	0	0	16	0	0	16	0	2	0	0	2	18
06:45	1	0	0	0	1	0	0	0	0	0	0	11	0	0	11	0	1	0	0	1	13
Total	1	0	0	0	1	0	0	0	0	0	0	44	0	0	44	0	4	0	0	4	49
07:00	2	0	0	0	2	0	0	0	0	0	0	10	0	0	10	0	6	1	0	7	19
07:15	4	0	0	0	4	0	0	0	0	0	0	19	0	0	19	0	9	0	0	9	32
07:30	4	0	0	0	4	0	0	0	0	0	0	23	0	0	23	0	6	0	0	6	33
07:45	3	0	1	0	4	0	0	0	0	0	0	22	0	0	22	0	11	1	0	12	38
Total	13	0	1	0	14	0	0	0	0	0	0	74	0	0	74	0	32	2	0	34	122
08:00	1	0	0	0	1	0	0	0	0	0	0	17	0	0	17	0	9	0	0	9	27
08:15	2	0	0	0	2	0	0	0	0	0	0	19	0	0	19	0	5	0	0	5	26
08:30	3	0	0	0	3	0	0	0	0	0	0	24	0	0	24	0	13	0	0	13	40
08:45	4	0	0	0	4	0	0	0	0	0	0	20	0	0	20	0	12	0	0	12	36
Total	10	0	0	0	10	0	0	0	0	0	0	80	0	0	80	0	39	0	0	39	129
BLANK																					
16:00	1	0	1	0	2	0	0	0	0	0	0	10	0	0	10	0	24	4	0	28	40
16:15	1	0	1	0	2	0	0	0	0	0	1	13	0	0	14	0	13	2	0	15	31
16:30	2	0	1	0	3	0	0	0	0	0	0	20	0	0	20	0	30	1	0	31	54
16:45	1	0	0	0	1	0	0	0	0	0	0	9	0	0	9	0	28	2	0	30	40
Total	5	0	3	0	8	0	0	0	0	0	1	52	0	0	53	0	95	9	0	104	165
17:00	1	0	5	0	6	0	0	0	0	0	0	12	0	0	12	0	27	6	0	33	51
17:15	1	0	0	0	1	0	0	0	0	0	0	15	0	0	15	0	32	2	0	34	50
17:30	0	0	0	0	0	0	0	0	0	0	1	10	0	0	11	0	28	4	0	32	43
17:45	2	0	1	0	3	0	0	0	0	0	1	16	0	0	17	0	20	1	0	21	41
Total	4	0	6	0	10	0	0	0	0	0	2	53	0	0	55	0	107	13	0	120	185
18:00	1	0	0	0	1	0	0	0	0	0	1	6	0	0	7	0	25	1	0	26	34
18:15	2	0	0	0	2	0	0	0	0	0	0	6	0	0	6	0	18	0	0	18	26
18:30	1	0	0	0	1	0	0	0	0	0	0	10	0	0	10	0	24	1	0	25	36
18:45	2	0	0	0	2	0	0	0	0	0	2	9	0	0	11	0	13	1	0	14	27
Total	6	0	0	0	6	0	0	0	0	0	3	31	0	0	34	0	80	3	0	83	123
Grand Total	39	0	10	0	49	0	0	0	0	0	6	334	0	0	340	0	357	27	0	384	773
Apprch %	79.6	0	20.4	0		0	0	0	0		1.8	98.2	0	0		0	93	7	0		
Total %	5	0	1.3	0	6.3	0	0	0	0	0	0.8	43.2	0	0	44	0	46.2	3.5	0	49.7	
Cars	39	0	10	0	49	0	0	0	0	0	6	334	0	0	340	0	353	27	0	380	769
% Cars	100	0	100	0	100	0	0	0	0	0	100	100	0	0	100	0	98.9	100	0	99	99.5
Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	4
% Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.1	0	0	1	0.5

Mike Henderson Consulting, LLC
Albuquerque, NM

File Name : Galisteo & Calle Luminoso
Site Code : 00000000
Start Date : 3/10/2020
Page No : 2

	Calle Luminoso Eastbound					Westbound					Galisteo Rd Northbound					Galisteo Rd Southbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 06:00 to 11:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45																					
07:45	3	0	1	0	4	0	0	0	0	0	0	22	0	0	22	0	11	1	0	12	38
08:00	1	0	0	0	1	0	0	0	0	0	0	17	0	0	17	0	9	0	0	9	27
08:15	2	0	0	0	2	0	0	0	0	0	0	19	0	0	19	0	5	0	0	5	26
08:30	3	0	0	0	3	0	0	0	0	0	0	24	0	0	24	0	13	0	0	13	40
Total Volume	9	0	1	0	10	0	0	0	0	0	0	82	0	0	82	0	38	1	0	39	131
% App. Total	90	0	10	0		0	0	0	0		0	100	0	0		0	97.4	2.6	0		
PHF	.750	.000	.250	.000	.625	.000	.000	.000	.000	.000	.000	.854	.000	.000	.854	.000	.731	.250	.000	.750	.819
Cars	9	0	1	0	10	0	0	0	0	0	0	82	0	0	82	0	36	1	0	37	129
% Cars	100	0	100	0	100	0	0	0	0	0	0	100	0	0	100	0	94.7	100	0	94.9	98.5
Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
% Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5.3	0	0	5.1	1.5
Peak Hour Analysis From 12:00 to 18:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:30																					
16:30	2	0	1	0	3	0	0	0	0	0	0	20	0	0	20	0	30	1	0	31	54
16:45	1	0	0	0	1	0	0	0	0	0	0	9	0	0	9	0	28	2	0	30	40
17:00	1	0	5	0	6	0	0	0	0	0	0	12	0	0	12	0	27	6	0	33	51
17:15	1	0	0	0	1	0	0	0	0	0	0	15	0	0	15	0	32	2	0	34	50
Total Volume	5	0	6	0	11	0	0	0	0	0	0	56	0	0	56	0	117	11	0	128	195
% App. Total	45.5	0	54.5	0		0	0	0	0		0	100	0	0		0	91.4	8.6	0		
PHF	.625	.000	.300	.000	.458	.000	.000	.000	.000	.000	.000	.700	.000	.000	.700	.000	.914	.458	.000	.941	.903
Cars	5	0	6	0	11	0	0	0	0	0	0	56	0	0	56	0	117	11	0	128	195
% Cars	100	0	100	0	100	0	0	0	0	0	0	100	0	0	100	0	100	100	0	100	100
Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Mike Henderson Consulting, LLC
Albuquerque, NM

File Name : Galisteo & Camino de Pabilo
Site Code : 00000000
Start Date : 3/10/2020
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Groups Printed- Cars - Trucks

	Camino de Pabilo Eastbound					Westbound					Galisteo Rd Northbound					Galisteo Rd Southbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
06:00	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	7
06:15	1	0	1	0	2	0	0	0	0	0	0	10	0	0	10	0	2	0	0	2	14
06:30	2	0	0	0	2	0	0	0	0	0	0	14	0	0	14	0	2	0	0	2	18
06:45	0	0	0	0	0	0	0	0	0	0	0	11	0	0	11	0	1	0	0	1	12
Total	3	0	1	0	4	0	0	0	0	0	0	42	0	0	42	0	5	0	0	5	51
07:00	0	0	0	0	0	0	0	0	0	0	0	10	0	0	10	0	6	0	0	6	16
07:15	1	0	1	0	2	0	0	0	0	0	0	18	0	0	18	0	8	1	0	9	29
07:30	3	0	0	0	3	0	0	0	0	0	0	20	0	0	20	0	7	0	0	7	30
07:45	1	0	0	0	1	0	0	0	0	0	0	21	0	0	21	0	12	0	0	12	34
Total	5	0	1	0	6	0	0	0	0	0	0	69	0	0	69	0	33	1	0	34	109
08:00	2	0	0	0	2	0	0	0	0	0	1	15	0	0	16	0	8	1	0	9	27
08:15	1	0	0	0	1	0	0	0	0	0	0	18	0	0	18	0	3	1	0	4	23
08:30	3	0	4	0	7	0	0	0	0	0	0	21	0	0	21	0	13	0	0	13	41
08:45	4	0	0	0	4	0	0	0	0	0	0	17	0	0	17	0	11	1	0	12	33
Total	10	0	4	0	14	0	0	0	0	0	1	71	0	0	72	0	35	3	0	38	124
BLANK																					
16:00	0	0	1	0	1	0	0	0	0	0	0	11	0	0	11	0	22	3	0	25	37
16:15	0	0	1	0	1	0	0	0	0	0	0	14	0	0	14	0	12	2	0	14	29
16:30	0	0	1	0	1	0	0	0	0	0	1	19	0	0	20	0	25	6	0	31	52
16:45	0	0	2	0	2	0	0	0	0	0	2	9	0	0	11	0	26	2	0	28	41
Total	0	0	5	0	5	0	0	0	0	0	3	53	0	0	56	0	85	13	0	98	159
17:00	2	0	2	0	4	0	0	0	0	0	1	12	0	0	13	0	25	7	0	32	49
17:15	0	0	1	0	1	0	0	0	0	0	0	13	0	0	13	0	32	0	0	32	46
17:30	1	0	0	0	1	0	0	0	0	0	3	10	0	0	13	0	26	2	0	28	42
17:45	0	0	2	0	2	0	0	0	0	0	0	17	0	0	17	0	19	2	0	21	40
Total	3	0	5	0	8	0	0	0	0	0	4	52	0	0	56	0	102	11	0	113	177
18:00	0	0	2	0	2	0	0	0	0	0	0	7	0	0	7	0	21	3	0	24	33
18:15	0	0	0	0	0	0	0	0	0	0	1	8	0	0	9	0	18	1	0	19	28
18:30	0	0	2	0	2	0	0	0	0	0	0	10	0	0	10	0	22	0	0	22	34
18:45	2	0	2	0	4	0	0	0	0	0	1	9	0	0	10	0	10	4	0	14	28
Total	2	0	6	0	8	0	0	0	0	0	2	34	0	0	36	0	71	8	0	79	123
Grand Total	23	0	22	0	45	0	0	0	0	0	10	321	0	0	331	0	331	36	0	367	743
Apprch %	51.1	0	48.9	0		0	0	0	0		3	97	0	0		0	90.2	9.8	0		
Total %	3.1	0	3	0	6.1	0	0	0	0	0	1.3	43.2	0	0	44.5	0	44.5	4.8	0	49.4	
Cars	23	0	21	0	44	0	0	0	0	0	9	319	0	0	328	0	325	36	0	361	733
% Cars	100	0	95.5	0	97.8	0	0	0	0	0	90	99.4	0	0	99.1	0	98.2	100	0	98.4	98.7
Trucks	0	0	1	0	1	0	0	0	0	0	1	2	0	0	3	0	6	0	0	6	10
% Trucks	0	0	4.5	0	2.2	0	0	0	0	0	10	0.6	0	0	0.9	0	1.8	0	0	1.6	1.3

Mike Henderson Consulting, LLC
Albuquerque, NM

File Name : Galisteo & Camino de Pabilo
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	Camino de Pabilo Eastbound					Westbound					Galisteo Rd Northbound					Galisteo Rd Southbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 06:00 to 11:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45																					
07:45	1	0	0	0	1	0	0	0	0	0	0	21	0	0	21	0	12	0	0	12	34
08:00	2	0	0	0	2	0	0	0	0	0	1	15	0	0	16	0	8	1	0	9	27
08:15	1	0	0	0	1	0	0	0	0	0	0	18	0	0	18	0	3	1	0	4	23
08:30	3	0	4	0	7	0	0	0	0	0	0	21	0	0	21	0	13	0	0	13	41
Total Volume	7	0	4	0	11	0	0	0	0	0	1	75	0	0	76	0	36	2	0	38	125
% App. Total	63.6	0	36.4	0		0	0	0	0		1.3	98.7	0	0		0	94.7	5.3	0		
PHF	.583	.000	.250	.000	.393	.000	.000	.000	.000	.000	.250	.893	.000	.000	.905	.000	.692	.500	.000	.731	.762
Cars	7	0	4	0	11	0	0	0	0	0	1	75	0	0	76	0	34	2	0	36	123
% Cars	100	0	100	0	100	0	0	0	0	0	100	100	0	0	100	0	94.4	100	0	94.7	98.4
Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
% Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5.6	0	0	5.3	1.6
Peak Hour Analysis From 12:00 to 18:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:30																					
16:30	0	0	1	0	1	0	0	0	0	0	1	19	0	0	20	0	25	6	0	31	52
16:45	0	0	2	0	2	0	0	0	0	0	2	9	0	0	11	0	26	2	0	28	41
17:00	2	0	2	0	4	0	0	0	0	0	1	12	0	0	13	0	25	7	0	32	49
17:15	0	0	1	0	1	0	0	0	0	0	0	13	0	0	13	0	32	0	0	32	46
Total Volume	2	0	6	0	8	0	0	0	0	0	4	53	0	0	57	0	108	15	0	123	188
% App. Total	25	0	75	0		0	0	0	0		7	93	0	0		0	87.8	12.2	0		
PHF	.250	.000	.750	.000	.500	.000	.000	.000	.000	.000	.500	.697	.000	.000	.713	.000	.844	.536	.000	.961	.904
Cars	2	0	6	0	8	0	0	0	0	0	4	53	0	0	57	0	108	15	0	123	188
% Cars	100	0	100	0	100	0	0	0	0	0	100	100	0	0	100	0	100	100	0	100	100
Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Mike Henderson Consulting, LLC
Albuquerque, NM

File Name : Galisteo & Railrunner Entrance
Site Code : 00000000
Start Date : 3/10/2020
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Groups Printed- Cars - Trucks

	Eastbound					Railrunner Entrance Westbound					Galisteo Rd Northbound					Galisteo Rd Southbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
06:00	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	1	0	0	0	1	8
06:15	0	0	0	0	0	0	0	0	0	0	0	10	0	0	10	0	1	0	0	1	11
06:30	0	0	0	0	0	0	0	1	0	1	0	16	0	0	16	0	2	0	0	2	19
06:45	0	0	0	0	0	0	0	0	0	0	0	12	0	0	12	0	1	0	0	1	13
Total	0	0	0	0	0	0	0	1	0	1	0	45	0	0	45	1	4	0	0	5	51
07:00	0	0	0	0	0	0	0	1	0	1	0	12	0	0	12	6	6	0	0	12	25
07:15	0	0	0	0	0	3	0	7	0	10	0	19	3	0	22	2	6	0	0	8	40
07:30	0	0	0	0	0	0	0	0	0	0	0	29	0	0	29	0	7	0	0	7	36
07:45	0	0	0	0	0	1	0	0	0	1	0	23	1	0	24	0	11	0	0	11	36
Total	0	0	0	0	0	4	0	8	0	12	0	83	4	0	87	8	30	0	0	38	137
08:00	0	0	0	0	0	0	0	0	0	0	0	18	0	0	18	0	9	0	0	9	27
08:15	0	0	0	0	0	0	0	0	0	0	0	21	0	0	21	0	4	0	0	4	25
08:30	0	0	0	0	0	0	0	1	0	1	0	27	0	0	27	3	13	0	0	16	44
08:45	0	0	0	0	0	2	0	3	0	5	0	23	1	0	24	2	11	0	0	13	42
Total	0	0	0	0	0	2	0	4	0	6	0	89	1	0	90	5	37	0	0	42	138
BLANK																					
16:00	0	0	0	0	0	0	0	1	0	1	0	9	2	0	11	1	28	0	0	29	41
16:15	0	0	0	0	0	1	0	5	0	6	0	14	0	0	14	4	15	0	0	19	39
16:30	0	0	0	0	0	0	0	0	0	0	0	22	0	0	22	0	30	0	0	30	52
16:45	0	0	0	0	0	0	0	0	0	0	0	10	0	0	10	1	31	0	0	32	42
Total	0	0	0	0	0	1	0	6	0	7	0	55	2	0	57	6	104	0	0	110	174
17:00	0	0	0	0	0	1	0	1	0	2	0	12	1	0	13	0	32	0	0	32	47
17:15	0	0	0	0	0	0	0	2	0	2	0	16	0	0	16	2	34	0	0	36	54
17:30	0	0	0	0	0	0	0	1	0	1	0	10	0	0	10	5	33	0	0	38	49
17:45	0	0	0	0	0	2	0	8	0	10	0	15	2	0	17	3	18	0	0	21	48
Total	0	0	0	0	0	3	0	12	0	15	0	53	3	0	56	10	117	0	0	127	198
18:00	0	0	0	0	0	0	0	1	0	1	0	5	0	0	5	1	24	0	0	25	31
18:15	0	0	0	0	0	0	0	0	0	0	0	8	0	0	8	0	18	0	0	18	26
18:30	0	0	0	0	0	0	0	0	0	0	0	10	0	0	10	0	25	0	0	25	35
18:45	0	0	0	0	0	0	0	0	0	0	0	11	0	0	11	1	14	0	0	15	26
Total	0	0	0	0	0	0	0	1	0	1	0	34	0	0	34	2	81	0	0	83	118
Grand Total	0	0	0	0	0	10	0	32	0	42	0	359	10	0	369	32	373	0	0	405	816
Apprch %	0	0	0	0		23.8	0	76.2	0		0	97.3	2.7	0		7.9	92.1	0	0		
Total %	0	0	0	0	0	1.2	0	3.9	0	5.1	0	44	1.2	0	45.2	3.9	45.7	0	0	49.6	
Cars	0	0	0	0	0	10	0	31	0	41	0	355	10	0	365	30	371	0	0	401	807
% Cars	0	0	0	0	0	100	0	96.9	0	97.6	0	98.9	100	0	98.9	93.8	99.5	0	0	99	98.9
Trucks	0	0	0	0	0	0	0	1	0	1	0	4	0	0	4	2	2	0	0	4	9
% Trucks	0	0	0	0	0	0	0	3.1	0	2.4	0	1.1	0	0	1.1	6.2	0.5	0	0	1	1.1

Mike Henderson Consulting, LLC
Albuquerque, NM

File Name : Galisteo & Railrunner Entrance
Site Code : 00000000
Start Date : 3/10/2020
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	Eastbound					Railrunner Entrance Westbound					Galisteo Rd Northbound					Galisteo Rd Southbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 06:00 to 11:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15																					
07:15	0	0	0	0	0	3	0	7	0	10	0	19	3	0	22	2	6	0	0	8	40
07:30	0	0	0	0	0	0	0	0	0	0	0	29	0	0	29	0	7	0	0	7	36
07:45	0	0	0	0	0	1	0	0	0	1	0	23	1	0	24	0	11	0	0	11	36
08:00	0	0	0	0	0	0	0	0	0	0	0	18	0	0	18	0	9	0	0	9	27
Total Volume	0	0	0	0	0	4	0	7	0	11	0	89	4	0	93	2	33	0	0	35	139
% App. Total	0	0	0	0		36.4	0	63.6	0		0	95.7	4.3	0		5.7	94.3	0	0		
PHF	.000	.000	.000	.000	.000	.333	.000	.250	.000	.275	.000	.767	.333	.000	.802	.250	.750	.000	.000	.795	.869
Cars	0	0	0	0	0	4	0	7	0	11	0	87	4	0	91	2	33	0	0	35	137
% Cars	0	0	0	0	0	100	0	100	0	100	0	97.8	100	0	97.8	100	100	0	0	100	98.6
Trucks	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
% Trucks	0	0	0	0	0	0	0	0	0	0	0	2.2	0	0	2.2	0	0	0	0	0	1.4
Peak Hour Analysis From 12:00 to 18:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 17:00																					
17:00	0	0	0	0	0	1	0	1	0	2	0	12	1	0	13	0	32	0	0	32	47
17:15	0	0	0	0	0	0	0	2	0	2	0	16	0	0	16	2	34	0	0	36	54
17:30	0	0	0	0	0	0	0	1	0	1	0	10	0	0	10	5	33	0	0	38	49
17:45	0	0	0	0	0	2	0	8	0	10	0	15	2	0	17	3	18	0	0	21	48
Total Volume	0	0	0	0	0	3	0	12	0	15	0	53	3	0	56	10	117	0	0	127	198
% App. Total	0	0	0	0		20	0	80	0		0	94.6	5.4	0		7.9	92.1	0	0		
PHF	.000	.000	.000	.000	.000	.375	.000	.375	.000	.375	.000	.828	.375	.000	.824	.500	.860	.000	.000	.836	.917
Cars	0	0	0	0	0	3	0	12	0	15	0	53	3	0	56	10	117	0	0	127	198
% Cars	0	0	0	0	0	100	0	100	0	100	0	100	100	0	100	100	100	0	0	100	100
Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Mike Henderson Consulting, LLC
Albuquerque, NM

File Name : St Francis & Sawmill
Site Code : 00000000
Start Date : 3/10/2020
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Groups Printed- Cars - Trucks

	Sawmill Rd Eastbound					Sawmill Rd Westbound					St Francis Dr Northbound					St Francis Dr Southbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
06:00	18	0	5	6	29	0	0	6	7	13	20	98	0	1	119	3	33	13	3	52	213
06:15	26	0	7	2	35	2	0	2	4	8	23	111	1	0	135	1	43	16	2	62	240
06:30	32	0	7	9	48	3	1	4	7	15	26	170	1	0	197	2	55	20	2	79	339
06:45	40	1	12	5	58	1	3	13	4	21	42	250	3	4	299	7	66	19	11	103	481
Total	116	1	31	22	170	6	4	25	22	57	111	629	5	5	750	13	197	68	18	296	1273
07:00	30	0	12	10	52	3	4	11	10	28	52	228	0	1	281	2	98	26	10	136	497
07:15	53	3	19	3	78	5	4	11	10	30	58	346	2	1	407	6	128	26	16	176	691
07:30	78	1	18	14	111	3	3	26	13	45	78	438	2	0	518	4	166	39	24	233	907
07:45	70	3	12	21	106	7	7	31	5	50	90	469	0	0	559	7	173	69	21	270	985
Total	231	7	61	48	347	18	18	79	38	153	278	1481	4	2	1765	19	565	160	71	815	3080
08:00	59	1	14	19	93	0	5	20	2	27	96	413	4	5	518	11	147	48	52	258	896
08:15	81	3	16	15	115	1	7	13	8	29	69	380	2	0	451	12	156	27	25	220	815
08:30	59	1	19	16	95	7	5	7	14	33	66	310	1	0	377	12	136	45	26	219	724
08:45	63	3	9	13	88	2	7	13	8	30	39	298	0	0	337	10	180	42	36	268	723
Total	262	8	58	63	391	10	24	53	32	119	270	1401	7	5	1683	45	619	162	139	965	3158
09:00	54	1	13	12	80	5	3	9	5	22	34	248	0	0	282	8	138	39	32	217	601
09:15	55	0	9	21	85	4	6	8	12	30	34	214	2	0	250	9	158	50	11	228	593
09:30	67	4	9	25	105	1	4	9	9	23	44	232	1	0	277	9	165	35	36	245	650
09:45	66	1	14	15	96	2	5	10	10	27	40	254	0	2	296	10	152	39	27	228	647
Total	242	6	45	73	366	12	18	36	36	102	152	948	3	2	1105	36	613	163	106	918	2491
10:00	55	1	12	16	84	0	2	7	12	21	27	202	1	0	230	8	158	41	17	224	559
10:15	68	3	5	17	93	1	2	4	12	19	22	189	2	0	213	10	136	60	13	219	544
10:30	75	6	20	13	114	2	4	6	9	21	34	205	1	0	240	11	151	56	31	249	624
10:45	63	4	16	20	103	3	5	7	11	26	42	198	0	1	241	12	143	67	10	232	602
Total	261	14	53	66	394	6	13	24	44	87	125	794	4	1	924	41	588	224	71	924	2329
BLANK																					
15:00	68	4	22	26	120	1	4	8	7	20	39	156	3	1	199	21	241	51	16	329	668
15:15	63	5	22	13	103	1	4	8	11	24	26	197	2	0	225	12	256	74	22	364	716
15:30	63	4	34	22	123	4	3	12	7	26	30	203	0	0	233	12	243	63	30	348	730
15:45	77	3	38	23	141	1	5	2	7	15	22	188	2	1	213	30	324	69	24	447	816
Total	271	16	116	84	487	7	16	30	32	85	117	744	7	2	870	75	1064	257	92	1488	2930
16:00	101	4	42	10	157	1	1	9	8	19	24	194	5	0	223	18	360	63	32	473	872
16:15	63	8	46	22	139	2	5	5	11	23	30	200	1	1	232	28	334	60	36	458	852
16:30	77	4	71	18	170	2	5	2	9	18	21	171	1	2	195	34	373	60	40	507	890
16:45	74	7	63	20	164	3	6	10	12	31	36	157	3	0	196	29	367	61	24	481	872
Total	315	23	222	70	630	8	17	26	40	91	111	722	10	3	846	109	1434	244	132	1919	3486

Mike Henderson Consulting, LLC
Albuquerque, NM

File Name : St Francis & Sawmill
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Groups Printed- Cars - Trucks

	Sawmill Rd Eastbound					Sawmill Rd Westbound					St Francis Dr Northbound					St Francis Dr Southbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
17:00	92	8	66	20	186	2	2	9	15	28	30	168	3	3	204	32	460	66	21	579	997
17:15	55	4	54	11	124	7	4	8	10	29	19	141	2	2	164	38	470	90	38	636	953
17:30	69	10	49	20	148	2	3	8	5	18	27	182	3	1	213	31	341	58	17	447	826
17:45	39	8	44	24	115	3	3	3	16	25	28	167	4	2	201	34	300	61	17	412	753
Total	255	30	213	75	573	14	12	28	46	100	104	658	12	8	782	135	1571	275	93	2074	3529
18:00	23	3	20	28	74	2	2	8	8	20	21	175	2	1	199	31	232	46	10	319	612
18:15	35	4	21	19	79	2	5	6	12	25	22	156	4	1	183	38	230	48	4	320	607
18:30	29	3	20	16	68	3	5	4	12	24	16	145	3	1	165	27	198	36	3	264	521
18:45	38	5	13	10	66	3	2	2	3	10	19	116	4	0	139	24	154	39	3	220	435
Total	125	15	74	73	287	10	14	20	35	79	78	592	13	3	686	120	814	169	20	1123	2175
19:00	23	6	10	6	45	2	0	2	15	19	22	115	3	0	140	27	158	49	6	240	444
19:15	22	3	9	20	54	2	2	3	11	18	16	87	5	1	109	16	154	41	6	217	398
19:30	22	10	15	8	55	0	0	0	9	9	10	56	2	1	69	23	132	33	4	192	325
19:45	19	1	9	16	45	0	3	0	5	8	12	83	1	0	96	18	96	32	1	147	296
Total	86	20	43	50	199	4	5	5	40	54	60	341	11	2	414	84	540	155	17	796	1463
Grand Total	2164	140	916	624	3844	95	141	326	365	927	1406	8310	76	33	9825	677	8005	1877	759	11318	25914
Apprch %	56.3	3.6	23.8	16.2		10.2	15.2	35.2	39.4		14.3	84.6	0.8	0.3		6	70.7	16.6	6.7		
Total %	8.4	0.5	3.5	2.4	14.8	0.4	0.5	1.3	1.4	3.6	5.4	32.1	0.3	0.1	37.9	2.6	30.9	7.2	2.9	43.7	
Cars	2118	140	883	604	3745	95	139	318	354	906	1341	8106	75	32	9554	664	7803	1843	737	11047	25252
% Cars	97.9	100	96.4	96.8	97.4	100	98.6	97.5	97	97.7	95.4	97.5	98.7	97	97.2	98.1	97.5	98.2	97.1	97.6	97.4
Trucks	46	0	33	20	99	0	2	8	11	21	65	204	1	1	271	13	202	34	22	271	662
% Trucks	2.1	0	3.6	3.2	2.6	0	1.4	2.5	3	2.3	4.6	2.5	1.3	3	2.8	1.9	2.5	1.8	2.9	2.4	2.6

Mike Henderson Consulting, LLC
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	Sawmill Rd Eastbound					Sawmill Rd Westbound					St Francis Dr Northbound					St Francis Dr Southbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 06:00 to 11:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30																					
07:30	78	1	18	14	111	3	3	26	13	45	78	438	2	0	518	4	166	39	24	233	907
07:45	70	3	12	21	106	7	7	31	5	50	90	469	0	0	559	7	173	69	21	270	985
08:00	59	1	14	19	93	0	5	20	2	27	96	413	4	5	518	11	147	48	52	258	896
08:15	81	3	16	15	115	1	7	13	8	29	69	380	2	0	451	12	156	27	25	220	815
Total Volume	288	8	60	69	425	11	22	90	28	151	333	1700	8	5	2046	34	642	183	122	981	3603
% App. Total	67.8	1.9	14.1	16.2		7.3	14.6	59.6	18.5		16.3	83.1	0.4	0.2		3.5	65.4	18.7	12.4		
PHF	.889	.667	.833	.821	.924	.393	.786	.726	.538	.755	.867	.906	.500	.250	.915	.708	.928	.663	.587	.908	.914
Cars	281	8	58	66	413	11	22	87	28	148	329	1672	8	5	2014	33	632	179	119	963	3538
% Cars	97.6	100	96.7	95.7	97.2	100	100	96.7	100	98.0	98.8	98.4	100	100	98.4	97.1	98.4	97.8	97.5	98.2	98.2
Trucks	7	0	2	3	12	0	0	3	0	3	4	28	0	0	32	1	10	4	3	18	65
% Trucks	2.4	0	3.3	4.3	2.8	0	0	3.3	0	2.0	1.2	1.6	0	0	1.6	2.9	1.6	2.2	2.5	1.8	1.8
Peak Hour Analysis From 12:00 to 19:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:30																					
16:30	77	4	71	18	170	2	5	2	9	18	21	171	1	2	195	34	373	60	40	507	890
16:45	74	7	63	20	164	3	6	10	12	31	36	157	3	0	196	29	367	61	24	481	872
17:00	92	8	66	20	186	2	2	9	15	28	30	168	3	3	204	32	460	66	21	579	997
17:15	55	4	54	11	124	7	4	8	10	29	19	141	2	2	164	38	470	90	38	636	953
Total Volume	298	23	254	69	644	14	17	29	46	106	106	637	9	7	759	133	1670	277	123	2203	3712
% App. Total	46.3	3.6	39.4	10.7		13.2	16	27.4	43.4		14	83.9	1.2	0.9		6	75.8	12.6	5.6		
PHF	.810	.719	.894	.863	.866	.500	.708	.725	.767	.855	.736	.931	.750	.583	.930	.875	.888	.769	.769	.866	.931
Cars	293	23	245	69	630	14	17	29	45	105	103	616	9	7	735	132	1643	274	119	2168	3638
% Cars	98.3	100	96.5	100	97.8	100	100	100	97.8	99.1	97.2	96.7	100	100	96.8	99.2	98.4	98.9	96.7	98.4	98.0
Trucks	5	0	9	0	14	0	0	0	1	1	3	21	0	0	24	1	27	3	4	35	74
% Trucks	1.7	0	3.5	0	2.2	0	0	0	2.2	0.9	2.8	3.3	0	0	3.2	0.8	1.6	1.1	3.3	1.6	2.0

Mike Henderson Consulting, LLC
Albuquerque, NM

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Groups Printed- Cars - Trucks

	Zia Rd Eastbound					Zia Rd Westbound					St Francis Dr Northbound					St Francis Dr Southbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
06:00	34	4	2	0	40	2	3	3	0	8	7	135	3	1	146	4	48	5	3	60	254
06:15	36	2	2	1	41	1	2	6	0	9	5	130	5	4	144	2	56	4	5	67	261
06:30	71	10	5	3	89	5	2	6	0	13	10	182	7	5	204	5	83	6	4	98	404
06:45	78	12	9	4	103	9	4	8	1	22	6	263	16	9	294	11	89	14	9	123	542
Total	219	28	18	8	273	17	11	23	1	52	28	710	31	19	788	22	276	29	21	348	1461
07:00	74	13	4	1	92	16	2	6	5	29	10	264	9	9	292	11	120	14	12	157	570
07:15	93	36	12	3	144	8	6	5	16	35	16	378	27	15	436	10	175	18	21	224	839
07:30	118	42	4	7	171	15	10	20	22	67	21	500	23	27	571	26	207	31	18	282	1091
07:45	145	62	12	2	221	15	14	9	26	64	16	476	37	25	554	30	209	37	28	304	1143
Total	430	153	32	13	628	54	32	40	69	195	63	1618	96	76	1853	77	711	100	79	967	3643
08:00	97	42	8	2	149	15	11	6	26	58	31	478	20	28	557	36	233	35	19	323	1087
08:15	124	26	4	2	156	20	18	7	21	66	33	357	23	9	422	24	189	39	26	278	922
08:30	104	32	9	2	147	16	14	8	18	56	32	316	18	10	376	18	251	44	29	342	921
08:45	89	46	7	3	145	15	13	16	32	76	11	359	16	23	409	33	196	37	16	282	912
Total	414	146	28	9	597	66	56	37	97	256	107	1510	77	70	1764	111	869	155	90	1225	3842
09:00	77	19	6	2	104	17	18	12	10	57	8	299	10	14	331	33	179	33	14	259	751
09:15	94	34	4	0	132	25	20	9	12	66	7	283	9	11	310	22	195	43	12	272	780
09:30	79	22	3	4	108	21	12	16	13	62	9	248	14	10	281	26	192	51	19	288	739
09:45	92	33	7	3	135	15	22	14	11	62	13	245	14	12	284	31	178	57	13	279	760
Total	342	108	20	9	479	78	72	51	46	247	37	1075	47	47	1206	112	744	184	58	1098	3030
10:00	87	27	2	2	118	26	19	23	10	78	7	244	19	17	287	31	183	55	20	289	772
10:15	89	22	4	6	121	23	26	21	23	93	8	222	9	17	256	29	187	40	24	280	750
10:30	82	17	9	1	109	20	29	21	11	81	5	216	14	17	252	49	213	69	17	348	790
10:45	103	18	6	2	129	30	22	22	18	92	8	229	14	21	272	41	161	60	19	281	774
Total	361	84	21	11	477	99	96	87	62	344	28	911	56	72	1067	150	744	224	80	1198	3086
BLANK																					
15:00	76	33	4	0	113	44	29	24	25	122	10	231	16	17	274	43	326	106	21	496	1005
15:15	111	35	8	0	154	55	36	21	37	149	12	232	21	14	279	48	261	105	16	430	1012
15:30	89	32	11	1	133	54	50	22	31	157	13	224	13	13	263	40	306	86	22	454	1007
15:45	97	25	8	1	131	49	41	11	34	135	12	238	19	16	285	29	349	100	41	519	1070
Total	373	125	31	2	531	202	156	78	127	563	47	925	69	60	1101	160	1242	397	100	1899	4094
16:00	83	22	20	1	126	46	38	13	22	119	17	215	20	11	263	61	415	97	28	601	1109
16:15	55	22	15	1	93	47	27	10	24	108	13	255	30	14	312	59	429	83	15	586	1099
16:30	94	52	19	1	166	68	60	17	22	167	18	230	20	15	283	50	417	104	41	612	1228
16:45	87	27	11	1	126	67	51	9	23	150	12	205	19	13	249	54	408	108	30	600	1125
Total	319	123	65	4	511	228	176	49	91	544	60	905	89	53	1107	224	1669	392	114	2399	4561

Mike Henderson Consulting, LLC
Albuquerque, NM

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Groups Printed- Cars - Trucks

	Zia Rd Eastbound					Zia Rd Westbound					St Francis Dr Northbound					St Francis Dr Southbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
17:00	56	24	12	6	98	80	73	12	32	197	19	242	17	13	291	49	524	126	30	729	1315
17:15	82	36	6	0	124	83	74	17	27	201	14	203	18	10	245	66	490	140	43	739	1309
17:30	70	33	12	1	116	87	48	3	15	153	15	182	15	18	230	46	347	109	35	537	1036
17:45	57	27	8	2	94	48	41	13	27	129	15	167	19	10	211	57	364	110	29	560	994
Total	265	120	38	9	432	298	236	45	101	680	63	794	69	51	977	218	1725	485	137	2565	4654
18:00	77	23	12	3	115	55	37	9	22	123	10	160	19	10	199	45	276	107	13	441	878
18:15	70	25	11	3	109	50	46	7	19	122	7	140	23	13	183	36	246	91	10	383	797
18:30	54	19	7	1	81	52	29	31	15	127	2	97	9	8	116	27	247	69	10	353	677
18:45	50	12	10	3	75	26	17	11	14	68	8	117	10	5	140	25	178	47	18	268	551
Total	251	79	40	10	380	183	129	58	70	440	27	514	61	36	638	133	947	314	51	1445	2903
19:00	42	17	5	2	66	24	19	13	16	72	7	124	8	7	146	18	194	59	9	280	564
19:15	44	9	3	2	58	20	16	6	8	50	5	81	4	7	97	18	158	43	12	231	436
19:30	40	9	9	0	58	15	22	3	11	51	5	89	3	5	102	11	163	54	5	233	444
19:45	29	10	3	3	45	10	11	5	3	29	3	79	3	1	86	16	148	55	7	226	386
Total	155	45	20	7	227	69	68	27	38	202	20	373	18	20	431	63	663	211	33	970	1830
Grand Total	3129	1011	313	82	4535	1294	1032	495	702	3523	480	9335	613	504	10932	1270	9590	2491	763	14114	33104
Apprch %	69	22.3	6.9	1.8		36.7	29.3	14.1	19.9		4.4	85.4	5.6	4.6		9	67.9	17.6	5.4		
Total %	9.5	3.1	0.9	0.2	13.7	3.9	3.1	1.5	2.1	10.6	1.4	28.2	1.9	1.5	33	3.8	29	7.5	2.3	42.6	
Cars	3112	1000	294	81	4487	1274	1025	488	697	3484	450	9138	600	489	10677	1255	9370	2475	762	13862	32510
% Cars	99.5	98.9	93.9	98.8	98.9	98.5	99.3	98.6	99.3	98.9	93.8	97.9	97.9	97	97.7	98.8	97.7	99.4	99.9	98.2	98.2
Trucks	17	11	19	1	48	20	7	7	5	39	30	197	13	15	255	15	220	16	1	252	594
% Trucks	0.5	1.1	6.1	1.2	1.1	1.5	0.7	1.4	0.7	1.1	6.2	2.1	2.1	3	2.3	1.2	2.3	0.6	0.1	1.8	1.8

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File Name : St Francis & Zia
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	Zia Rd Eastbound					Zia Rd Westbound					St Francis Dr Northbound					St Francis Dr Southbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 06:00 to 11:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30																					
07:30	118	42	4	7	171	15	10	20	22	67	21	500	23	27	571	26	207	31	18	282	1091
07:45	145	62	12	2	221	15	14	9	26	64	16	476	37	25	554	30	209	37	28	304	1143
08:00	97	42	8	2	149	15	11	6	26	58	31	478	20	28	557	36	233	35	19	323	1087
08:15	124	26	4	2	156	20	18	7	21	66	33	357	23	9	422	24	189	39	26	278	922
Total Volume	484	172	28	13	697	65	53	42	95	255	101	1811	103	89	2104	116	838	142	91	1187	4243
% App. Total	69.4	24.7	4	1.9		25.5	20.8	16.5	37.3		4.8	86.1	4.9	4.2		9.8	70.6	12	7.7		
PHF	.834	.694	.583	.464	.788	.813	.736	.525	.913	.951	.765	.906	.696	.795	.921	.806	.899	.910	.813	.919	.928
Cars	483	168	28	13	692	62	53	39	93	247	92	1778	102	87	2059	113	821	140	90	1164	4162
% Cars	99.8	97.7	100	100	99.3	95.4	100	92.9	97.9	96.9	91.1	98.2	99.0	97.8	97.9	97.4	98.0	98.6	98.9	98.1	98.1
Trucks	1	4	0	0	5	3	0	3	2	8	9	33	1	2	45	3	17	2	1	23	81
% Trucks	0.2	2.3	0	0	0.7	4.6	0	7.1	2.1	3.1	8.9	1.8	1.0	2.2	2.1	2.6	2.0	1.4	1.1	1.9	1.9
Peak Hour Analysis From 12:00 to 19:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:30																					
16:30	94	52	19	1	166	68	60	17	22	167	18	230	20	15	283	50	417	104	41	612	1228
16:45	87	27	11	1	126	67	51	9	23	150	12	205	19	13	249	54	408	108	30	600	1125
17:00	56	24	12	6	98	80	73	12	32	197	19	242	17	13	291	49	524	126	30	729	1315
17:15	82	36	6	0	124	83	74	17	27	201	14	203	18	10	245	66	490	140	43	739	1309
Total Volume	319	139	48	8	514	298	258	55	104	715	63	880	74	51	1068	219	1839	478	144	2680	4977
% App. Total	62.1	27	9.3	1.6		41.7	36.1	7.7	14.5		5.9	82.4	6.9	4.8		8.2	68.6	17.8	5.4		
PHF	.848	.668	.632	.333	.774	.898	.872	.809	.813	.889	.829	.909	.925	.850	.918	.830	.877	.854	.837	.907	.946
Cars	319	137	47	8	511	294	257	54	103	708	54	872	73	50	1049	219	1813	478	144	2654	4922
% Cars	100	98.6	97.9	100	99.4	98.7	99.6	98.2	99.0	99.0	85.7	99.1	98.6	98.0	98.2	100	98.6	100	100	99.0	98.9
Trucks	0	2	1	0	3	4	1	1	1	7	9	8	1	1	19	0	26	0	0	26	55
% Trucks	0	1.4	2.1	0	0.6	1.3	0.4	1.8	1.0	1.0	14.3	0.9	1.4	2.0	1.8	0	1.4	0	0	1.0	1.1

Configuration

Controller Sequence Priority

	1	2	3	4	5	6	7	8	9	10	11	12
Ring 1 Phases	1	2	3	4	9	10	0	0	0	0	0	0
Ring 2 Phases	5	6	7	8	11	12	0	0	0	0	0	0

Phase

	1	2	3	4	5	6	7	8	9	10	11	12
In Use	X	X	X	X	X	X	X	X	.	.	.	.
Exclusive Ped	.	.	.	.	.	.	.	.	.	.	.	.
Direction												

Overlap

	A	B	C	D
Direction				

Load Switch Channel/Driver Group Assign (Info Only):

Load Switch (MMU) Channel	Signal Driver Phase/ Ovlap	Group Ped
1	1	.
2	2	.
3	3	.
4	4	.
5	5	.
6	6	.
7	7	.
8	8	.
9	2	X
10	4	X
11	6	X
12	8	X
13	A	.
14	B	.
15	C	.
16	D	.

Configuration Continued

Enable BIU:	1	2	3	4	5	6	7	8
Terminal/Facilities. . . .	X	X	.	.	.	.	.	.
Detector Rack.	X	.	.	.	.	.	.	.

Type 2 Runs as Type 1. . . X
MMU Disable. . . . . .
Diagnostic Enable. . . . . .
Peer-Peer Comm Enable. . . .

	1	2	3	4	5	6	7	8	9	10
Peer To Peer Addresses . .	255	255	255	255	255	255	255	255	255	255

Port 2:

Port 2 Protocol . . . . . Terminal
Port 2 Enable . . . . . NO
AB3418 Address. 0
AB3418 Group Address. 0
AB3418 Response Delay 0
AB3418 Single Flag Enable . . . NO
AB3418 Drop-Out Time. 0
AB3418 TOD SF Select. 0
Data Rate . . . . . 1200 bps
Data, Parity, Stop. 8, 0, 1

Port 3:

Port 3 Protocol . . . . . Telemetry
Port 3 Enable . . . . . YES
Telemetry Address 3
System Detector 9-16 Address. . 0
Telemetry Response Delay. . . . 8000
AB3418 Address. 0
AB3418 Group Address. 0
AB3418 Response Delay 0
AB3418 Single Flag Enable . . . NO
AB3418 Drop-Out Time. 0
AB3418 TOD SF Select. 0
Duplex. . . . . Full
Data Rate . . . . . 1200 bps
Data, Parity, Stop. 8, 0, 1

Configuration Continued

Event Enabling		Alarm Enabling
Critical RFE'S (MMU/TF)	X	ALARM 1 .
Non-Critical RFE'S (DET/TEST)	X	ALARM 2 .
Detector Errors	X	ALARM 3 .
Coordination Errors	X	ALARM 4 .
MMU Flash Faults.	X	ALARM 5 .
Local Flash Faults.	X	ALARM 6 .
Preempt	X	ALARM 7 .
Power On/Off.	X	ALARM 8 .
Low Battery	.	ALARM 9 .
		ALARM 10.
		ALARM 11.
		ALARM 12.
		ALARM 13.
		ALARM 14.
		ALARM 15.
		ALARM 16.

Supervisor Access Code. . . ****
Data Change Access Code . . ****

MMU Compatibility Program (Info Only)

Channel Is Allowed to Time With Channel

	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2
1	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	
3	.	.	.	.	.	.	.	.	.	.	.	.	.		
4	.	.	.	.	.	.	.	.	.	.	.	.			
5	.	.	.	.	.	.	.	.	.	.	.				
6	.	.	.	.	.	.	.	.	.	.					
7	.	.	.	.	.	.	.	.	.						
8	.	.	.	.	.	.	.	.							
9	.	.	.	.	.	.	.								
10	.	.	.	.	.	.									
11	.	.	.	.	.										
12	.	.	.	.											
13	.	.	.												
14	.	.													
15	.														

Version Info:

Software Assy.	Part No.	Version
Boot	27831	2.83
Program	45561	7.6
Application		. 3
Help	27891	6.13
Configuration	27918	C000

By-Phase Timing Data

Direction	Phase 1	2	3	4	5	6	7	8	9	10	11	12
Minimum Green	7	15	7	7	7	15	7	7	7	5	5	5
Bike Min Green	0	0	0	0	0	0	0	0	0	0	0	0
Cond Serv Min Grn	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	7	0	7	0	7	0	7	0	0	0	0
Ped Clearance	7	19	7	37	7	19	7	37	7	16	0	16
Veh Extension	3.0	5.0	3.0	3.0	3.0	5.0	3.0	3.0	0.0	0.0	0.0	0.0
Alt Veh Exten	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Extension	5	5	5	5	5	0	5	5	0	0	0	0
Max 1	15	30	15	20	15	30	15	20	0	0	0	0
Max 2	20	35	20	25	20	35	20	25	0	0	0	0
Max 3	20	50	20	30	20	50	20	30	0	0	0	0
Det. Fail Max	0	0	0	0	0	0	0	0	0	0	0	0
Yellow Change	3.0	4.3	3.0	3.0	3.0	4.3	3.0	3.0	3.0	3.0	3.0	3.0
Red Clearance	1.0	1.4	1.0	4.3	1.0	1.4	1.0	4.3	1.0	1.0	1.0	1.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Act. B4 Init	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Actuation	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Initial	30	30	30	30	30	30	30	30	30	30	30	30
Time B4 Reduction	0	0	0	0	0	0	0	0	0	0	0	0
Cars Waiting	0	0	0	0	0	0	0	0	0	0	0	0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0
Minimum Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

No-Serve Phases

	Phase Cannot Serve With Phase										
Phase	12	11	10	9	8	7	6	5	4	3	2
1	.	.	.	.	.	.	.	.	.	.	.
2	.	.	.	.	.	.	.	.	.	.	
3	.	.	.	.	.	.	.	.	.		
4	.	.	.	.	.	.	.	.			
5	.	.	.	.	.	.	.				
6	.	.	.	.	.	.					
7	.	.	.	.	.						
8	.	.	.	.							
9	.	.	.								
10	.	.									
11	.										

Ped Carryover

Ped Start Phase	Carry Over Phase
1	0
2	0
3	0
4	0
5	0
6	0
7	0
8	0
9	0
10	0
11	0
12	0

Vehicle/Ped Phase as Overlap

Ped Phase As Overlap Consists of Ped Phases

Ped Ovlap Phase	1	2	3	4	5	6	7	8	9	10	11	12
1	.	.	.	.	.	.	.	.	.	.	.	.
2	.	.	.	.	.	.	.	.	.	.	.	.
3	.	.	.	.	.	.	.	.	.	.	.	.
4	.	.	.	.	.	.	.	.	.	.	.	.
5	.	.	.	.	.	.	.	.	.	.	.	.
6	.	.	.	.	.	.	.	.	.	.	.	.
7	.	.	.	.	.	.	.	.	.	.	.	.
8	.	.	.	.	.	.	.	.	.	.	.	.
9	.	.	.	.	.	.	.	.	.	.	.	.
10	.	.	.	.	.	.	.	.	.	.	.	.
11	.	.	.	.	.	.	.	.	.	.	.	.
12	.	.	.	.	.	.	.	.	.	.	.	.

Veh Phase As Overlap Consists of Veh Phases

Veh Ovlap Phase	1	2	3	4	5	6	7	8	9	10	11	12
1	X	.	.	.	.	.	.	.	.	.	.	.
2	.	X	.	.	.	.	.	.	.	.	.	.
3	.	.	X	.	.	.	.	.	.	.	.	.
4	.	.	.	X	.	.	.	.	.	.	.	.
5	.	.	.	.	X	.	.	.	.	.	.	.
6	.	.	.	.	.	X	.	.	.	.	.	.
7	.	.	.	.	.	.	X	.	.	.	.	.
8	.	.	.	.	.	.	.	X	.	.	.	.
9	.	.	.	.	.	.	.	.	X	.	.	.
10	.	.	.	.	.	.	.	.	.	X	.	.
11	.	.	.	.	.	.	.	.	.	.	X	.
12	.	.	.	.	.	.	.	.	.	.	.	X

Overlap Data

Overlap A	Phase: 1	2	3	4	5	6	7	8	9	10	11	12
Standard												
Protected												
Permitted												
Enable Lag												
Enable Lead												
Spare												

Advance Green Timer 0.0

	Green	Yellow	Red
Lag/Lead Timers	0.0	0.0	0.0

Overlap B	Phase: 1	2	3	4	5	6	7	8	9	10	11	12
Standard												
Protected												
Permitted												
Enable Lag												
Enable Lead												
Spare												

Advance Green Timer 0.0

	Green	Yellow	Red
Lag/Lead Timers	0.0	0.0	0.0

Overlap C	Phase: 1	2	3	4	5	6	7	8	9	10	11	12
Standard												
Protected												
Permitted												
Enable Lag												
Enable Lead												
Spare												

Advance Green Timer 0.0

	Green	Yellow	Red
Lag/Lead Timers	0.0	0.0	0.0

Overlap D	Phase: 1	2	3	4	5	6	7	8	9	10	11	12
Standard												
Protected												
Permitted												
Enable Lag												
Enable Lead												
Spare												

Advance Green Timer 0.0

	Green	Yellow	Red
Lag/Lead Timers	0.0	0.0	0.0

Power Start, Remote Flash

	Phase															
	1	2	3	4	5	6	7	8	9	10	11	12				
Power Start	.	X	.	.	.	X	.	.	.	.	.	.				
External Start	.	X	.	.	.	X	.	.	.	.	.	.				
Into Remote Flash	.	.	.	.	.	.	.	.	.	.	.	.				
Exit Remote Flash	.	.	.	.	.	.	.	.	.	.	.	.	Overlap			
Remote Flash Yellow	.	.	.	.	.	.	.	.	.	.	.	.	A	B	C	D
Flash Together	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Initialization Interval:

Power Start	Green
External Start	Green

Power Start All Red Time	3
Power Start Flash Time	5

Remote Flash Options:

Out of Flash Yellow	NO
Out of Flash All Red	NO
Minimum Recall	NO
Alternate Flash	NO
Flash Thru Load Switches	NO
Cycle Through Phases	NO

Option Data

	Phase											
	1	2	3	4	5	6	7	8	9	10	11	12
Guaranteed Passage												
Call To NonActuated 1		X				X						
Call To NonActuated 2				X				X				
Dual Entry				X				X				
Conditional Service												
Conditional Reservice												
Actuated Rest in Walk												
Flashing Walk												

Enable Programmable Options

Dual Entry	ON	Backup Protection Group 1	ON
Conditional Service	OFF	Backup Protection Group 2	OFF
Ped Clearance Protection	OFF	Backup Protection Group 3	OFF
Special Preempt Overlap Flash	OFF	Simultaneous Gap Group 1	OFF
Cond Service Det Cross Switch	OFF	Simultaneous Gap Group 2	OFF
Lock Detectors in Red Only	OFF	Simultaneous Gap Group 3	OFF

Five Section Left Turn Control

Phases:	5-2	7-4	1-6	3-8	11-10	9-12
Left Turn Head						

Recall Data, Dimming

	Phase											
	1	2	3	4	5	6	7	8	9	10	11	12
Locking Detector. . . .	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall.	.	X	.	.	.	X	.	.	.	.	.	.
Pedestrian Recall . . .	.	.	.	.	.	.	.	.	.	.	.	.
Recall To Max	.	.	.	.	.	.	.	.	.	.	.	.
Soft Recall	.	.	.	.	.	.	.	.	.	.	.	.
Don't Rest Here	.	.	.	.	.	.	.	.	.	.	.	.
Ped Dark if No Call . .	.	.	.	.	.	.	.	.	.	.	.	.

Dimming:

	Load Switch															
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Green/Walk. . . .	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO
Yellow/Ped Clear.	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO
Red/Don't Walk. .	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO

Detector Type/Timers

Det.	Locking Memory	Log Enable	Timers Extend	Timers Delay	Don't Reset Extend	Type
1	NO	NO	0.0	0	.	0 - Normal
2	NO	NO	0.0	0	.	0 - Normal
3	NO	NO	0.0	0	.	0 - Normal
4	NO	NO	0.0	0	.	0 - Normal
5	NO	NO	0.0	0	.	0 - Normal
6	NO	NO	0.0	0	.	0 - Normal
7	NO	NO	0.0	0	.	0 - Normal
8	NO	NO	0.0	0	.	0 - Normal
9	NO	NO	0.0	0	.	0 - Normal
10	NO	NO	0.0	0	.	0 - Normal
11	NO	NO	0.0	0	.	0 - Normal
12	NO	NO	0.0	0	.	0 - Normal
13	NO	NO	0.0	0	.	0 - Normal
14	NO	NO	0.0	0	.	0 - Normal
15	NO	NO	0.0	0	.	0 - Normal
16	NO	NO	0.0	0	.	0 - Normal
17	NO	NO	0.0	0	.	0 - Normal
18	NO	NO	0.0	0	.	0 - Normal
19	NO	NO	0.0	0	.	0 - Normal
20	NO	NO	0.0	0	.	0 - Normal
21	NO	NO	0.0	0	.	0 - Normal
22	NO	NO	0.0	0	.	0 - Normal
23	NO	NO	0.0	0	.	0 - Normal
24	NO	NO	0.0	0	.	0 - Normal
25	NO	NO	0.0	0	.	0 - Normal
26	NO	NO	0.0	0	.	0 - Normal
27	NO	NO	0.0	0	.	0 - Normal
28	NO	NO	0.0	0	.	0 - Normal
29	NO	NO	0.0	0	.	0 - Normal
30	NO	NO	0.0	0	.	0 - Normal
31	NO	NO	0.0	0	.	0 - Normal
32	NO	NO	0.0	0	.	0 - Normal

Detector Names

Det 1: Detector 1	Det 17: Detector 17
Det 2: Detector 2	Det 18: Detector 18
Det 3: Detector 3	Det 19: Detector 19
Det 4: Detector 4	Det 20: Detector 20
Det 5: Detector 5	Det 21: Detector 21
Det 6: Detector 6	Det 22: Detector 22
Det 7: Detector 7	Det 23: Detector 23
Det 8: Detector 8	Det 24: Detector 24
Det 9: Detector 9	Det 25: Detector 25
Det 10: Detector 10	Det 26: Detector 26
Det 11: Detector 11	Det 27: Detector 27
Det 12: Detector 12	Det 28: Detector 28
Det 13: Detector 13	Det 29: Detector 29
Det 14: Detector 14	Det 30: Detector 30
Det 15: Detector 15	Det 31: Detector 31
Det 16: Detector 16	Det 32: Detector 32

Detector Type/Timers

33	NO	NO	0.0	0	.	0 - Normal
34	NO	NO	0.0	0	.	0 - Normal
35	NO	NO	0.0	0	.	0 - Normal
36	NO	NO	0.0	0	.	0 - Normal
37	NO	NO	0.0	0	.	0 - Normal
38	NO	NO	0.0	0	.	0 - Normal
39	NO	NO	0.0	0	.	0 - Normal
40	NO	NO	0.0	0	.	0 - Normal
41	NO	NO	0.0	0	.	0 - Normal
42	NO	NO	0.0	0	.	0 - Normal
43	NO	NO	0.0	0	.	0 - Normal
44	NO	NO	0.0	0	.	0 - Normal
45	NO	NO	0.0	0	.	0 - Normal
46	NO	NO	0.0	0	.	0 - Normal
47	NO	NO	0.0	0	.	0 - Normal
48	NO	NO	0.0	0	.	0 - Normal
49	NO	NO	0.0	0	.	0 - Normal
50	NO	NO	0.0	0	.	0 - Normal
51	NO	NO	0.0	0	.	0 - Normal
52	NO	NO	0.0	0	.	0 - Normal
53	NO	NO	0.0	0	.	0 - Normal
54	NO	NO	0.0	0	.	0 - Normal
55	NO	NO	0.0	0	.	0 - Normal
56	NO	NO	0.0	0	.	0 - Normal
57	NO	NO	0.0	0	.	0 - Normal
58	NO	NO	0.0	0	.	0 - Normal
59	NO	NO	0.0	0	.	0 - Normal
60	NO	NO	0.0	0	.	0 - Normal
61	NO	NO	0.0	0	.	0 - Normal
62	NO	NO	0.0	0	.	0 - Normal
63	NO	NO	0.0	0	.	0 - Normal
64	NO	NO	0.0	0	.	0 - Normal

Detector Names

Det 33: Detector 33	Det 49: Detector 49
Det 34: Detector 34	Det 50: Detector 50
Det 35: Detector 35	Det 51: Detector 51
Det 36: Detector 36	Det 52: Detector 52
Det 37: Detector 37	Det 53: Detector 53
Det 38: Detector 38	Det 54: Detector 54
Det 39: Detector 39	Det 55: Detector 55
Det 40: Detector 40	Det 56: Detector 56
Det 41: Detector 41	Det 57: Detector 57
Det 42: Detector 42	Det 58: Detector 58
Det 43: Detector 43	Det 59: Detector 59
Det 44: Detector 44	Det 60: Detector 60
Det 45: Detector 45	Det 61: Detector 61
Det 46: Detector 46	Det 62: Detector 62
Det 47: Detector 47	Det 63: Detector 63
Det 48: Detector 48	Det 64: Detector 64

Detector Phase Assignment

	Phase											
Det.	1	2	3	4	5	6	7	8	9	10	11	12
1	X	.	.	.	.	.	.	.	.	.	.	.
2	.	X	.	.	.	.	.	.	.	.	.	.
3	.	.	X	.	.	.	.	.	.	.	.	.
4	.	.	.	X	.	.	.	.	.	.	.	.
5	.	.	.	.	X	.	.	.	.	.	.	.
6	.	.	.	.	.	X	.	.	.	.	.	.
7	.	.	.	.	.	.	X	.	.	.	.	.
8	.	.	.	.	.	.	.	X	.	.	.	.
9	.	.	.	.	.	.	.	.	X	.	.	.
10	.	.	.	.	.	.	.	.	.	X	.	.
11	.	.	.	.	.	.	.	.	.	.	X	.
12	.	.	.	.	.	.	.	.	.	.	.	X
13	.	.	.	.	.	.	.	.	.	.	.	.
14	.	.	.	.	.	.	.	.	.	.	.	.
15	.	.	.	.	.	.	.	.	.	.	.	.
16	.	.	.	.	.	.	.	.	.	.	.	.
17	.	.	.	.	.	.	.	.	.	.	.	.
18	.	.	.	.	.	.	.	.	.	.	.	.
19	.	.	.	.	.	.	.	.	.	.	.	.
20	.	.	.	.	.	.	.	.	.	.	.	.
21	.	.	.	.	.	.	.	.	.	.	.	.
22	.	.	.	.	.	.	.	.	.	.	.	.
23	.	.	.	.	.	.	.	.	.	.	.	.
24	.	.	.	.	.	.	.	.	.	.	.	.
25	.	.	.	.	.	.	.	.	.	.	.	.
26	.	.	.	.	.	.	.	.	.	.	.	.
27	.	.	.	.	.	.	.	.	.	.	.	.
28	.	.	.	.	.	.	.	.	.	.	.	.
29	.	.	.	.	.	.	.	.	.	.	.	.
30	.	.	.	.	.	.	.	.	.	.	.	.
31	.	.	.	.	.	.	.	.	.	.	.	.
32	.	.	.	.	.	.	.	.	.	.	.	.

Detector Cross Switching

	Phase											
Det.	1	2	3	4	5	6	7	8	9	10	11	12
1	.	.	.	.	.	.	.	.	.	.	.	.
2	.	.	.	.	.	.	.	.	.	.	.	.
3	.	.	.	.	.	.	.	.	.	.	.	.
4	.	.	.	.	.	.	.	.	.	.	.	.
5	.	.	.	.	.	.	.	.	.	.	.	.
6	.	.	.	.	.	.	.	.	.	.	.	.
7	.	.	.	.	.	.	.	.	.	.	.	.
8	.	.	.	.	.	.	.	.	.	.	.	.
9	.	.	.	.	.	.	.	.	.	.	.	.
10	.	.	.	.	.	.	.	.	.	.	.	.
11	.	.	.	.	.	.	.	.	.	.	.	.
12	.	.	.	.	.	.	.	.	.	.	.	.
13	.	.	.	.	.	.	.	.	.	.	.	.
14	.	.	.	.	.	.	.	.	.	.	.	.
15	.	.	.	.	.	.	.	.	.	.	.	.
16	.	.	.	.	.	.	.	.	.	.	.	.
17	.	.	.	.	.	.	.	.	.	.	.	.
18	.	.	.	.	.	.	.	.	.	.	.	.
19	.	.	.	.	.	.	.	.	.	.	.	.
20	.	.	.	.	.	.	.	.	.	.	.	.
21	.	.	.	.	.	.	.	.	.	.	.	.
22	.	.	.	.	.	.	.	.	.	.	.	.
23	.	.	.	.	.	.	.	.	.	.	.	.
24	.	.	.	.	.	.	.	.	.	.	.	.
25	.	.	.	.	.	.	.	.	.	.	.	.
26	.	.	.	.	.	.	.	.	.	.	.	.
27	.	.	.	.	.	.	.	.	.	.	.	.
28	.	.	.	.	.	.	.	.	.	.	.	.
29	.	.	.	.	.	.	.	.	.	.	.	.
30	.	.	.	.	.	.	.	.	.	.	.	.
31	.	.	.	.	.	.	.	.	.	.	.	.
32	.	.	.	.	.	.	.	.	.	.	.	.

Detector Cross Switching

	Phase											
Det.	1	2	3	4	5	6	7	8	9	10	11	12
33	.	.	.	.	.	.	.	.	.	.	.	.
34	.	.	.	.	.	.	.	.	.	.	.	.
35	.	.	.	.	.	.	.	.	.	.	.	.
36	.	.	.	.	.	.	.	.	.	.	.	.
37	.	.	.	.	.	.	.	.	.	.	.	.
38	.	.	.	.	.	.	.	.	.	.	.	.
39	.	.	.	.	.	.	.	.	.	.	.	.
40	.	.	.	.	.	.	.	.	.	.	.	.
41	.	.	.	.	.	.	.	.	.	.	.	.
42	.	.	.	.	.	.	.	.	.	.	.	.
43	.	.	.	.	.	.	.	.	.	.	.	.
44	.	.	.	.	.	.	.	.	.	.	.	.
45	.	.	.	.	.	.	.	.	.	.	.	.
46	.	.	.	.	.	.	.	.	.	.	.	.
47	.	.	.	.	.	.	.	.	.	.	.	.
48	.	.	.	.	.	.	.	.	.	.	.	.
49	.	.	.	.	.	.	.	.	.	.	.	.
50	.	.	.	.	.	.	.	.	.	.	.	.
51	.	.	.	.	.	.	.	.	.	.	.	.
52	.	.	.	.	.	.	.	.	.	.	.	.
53	.	.	.	.	.	.	.	.	.	.	.	.
54	.	.	.	.	.	.	.	.	.	.	.	.
55	.	.	.	.	.	.	.	.	.	.	.	.
56	.	.	.	.	.	.	.	.	.	.	.	.
57	.	.	.	.	.	.	.	.	.	.	.	.
58	.	.	.	.	.	.	.	.	.	.	.	.
59	.	.	.	.	.	.	.	.	.	.	.	.
60	.	.	.	.	.	.	.	.	.	.	.	.
61	.	.	.	.	.	.	.	.	.	.	.	.
62	.	.	.	.	.	.	.	.	.	.	.	.
63	.	.	.	.	.	.	.	.	.	.	.	.
64	.	.	.	.	.	.	.	.	.	.	.	.

Ped/SD Local Assign,Log Interval

	Phase Ped Detector											
	1	2	3	4	5	6	7	8	9	10	11	12
Is Ped Detector No. . . .	1	2	3	4	5	6	7	8	9	10	11	12

	*Local System Detector No.															
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Is Local Detector No. . .	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Detector Log Interval . . 0

*NOTE: System master designations cross referenced to local
system detector numbers are:
SDA1 = 1 & 9
SDA2 = 2 & 10
SDB1 = 3 & 11
SDB2 = 4 & 12
SDC1 = 5 & 13
SDC2 = 6 & 14
SDD1 = 7 & 15
SDD2 = 8 & 16

Diagnostic Plans/Fail Action

		Detector														
Plan		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1	Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Scaling	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Scaling	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
3	Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Scaling	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
4	Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Scaling	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
5	Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Scaling	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
6	Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Scaling	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
7	Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Scaling	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
8	Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Scaling	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
*Fail Action		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

		Detector															
Plan		17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
1	Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Scaling	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Scaling	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
3	Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Scaling	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
4	Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Scaling	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
5	Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Scaling	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
6	Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Scaling	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
7	Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Scaling	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
8	Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Scaling	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
*Fail Action		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

*NOTE: 0 = No Action, 1 = Min Recall, 2 = Max Recall in Effect
3 = Detector Fail Max Tiime from By-Phase Timing Data

Diagnostic Plans/Fail Action

Plan		Detector 33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48
1	Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Scaling	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Scaling	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
3	Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Scaling	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
4	Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Scaling	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
5	Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Scaling	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
6	Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Scaling	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
7	Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Scaling	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
8	Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Scaling	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
*Fail Action		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Plan		Detector 49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64
1	Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Scaling	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Scaling	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
3	Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Scaling	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
4	Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Scaling	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
5	Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Scaling	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
6	Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Scaling	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
7	Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Scaling	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
8	Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Scaling	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
*Fail Action		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

*NOTE: 0 = No Action, 1 = Min Recall, 2 = Max Recall in Effect
3 = Detector Fail Max Tiime from By-Phase Timing Data

Ped Diagnostic Plans

Plan		1	2	3	4	5	6	7	8	9	10	11	12
1	Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0
	Scaling	1	1	1	1	1	1	1	1	1	1	1	1
2	Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0
	Scaling	1	1	1	1	1	1	1	1	1	1	1	1
3	Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0
	Scaling	1	1	1	1	1	1	1	1	1	1	1	1
4	Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0
	Scaling	1	1	1	1	1	1	1	1	1	1	1	1
5	Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0
	Scaling	1	1	1	1	1	1	1	1	1	1	1	1
6	Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0
	Scaling	1	1	1	1	1	1	1	1	1	1	1	1
7	Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0
	Scaling	1	1	1	1	1	1	1	1	1	1	1	1
8	Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0
	Scaling	1	1	1	1	1	1	1	1	1	1	1	1

Detector Diagnostic Intervals

Diagnostic Number	*No-Activity Diagnostic Interval	*Max Presence Diagnostic Interval	Erratic Counts
1	0	0	0
2	0	0	0
3	0	0	0
4	0	0	0
5	0	0	0
6	0	0	0
7	0	0	0
8	0	0	0
9	0	0	0
10	0	0	0
11	0	0	0
12	0	0	0
13	0	0	0
14	0	0	0
15	0	0	0
16	0	0	0
17	0	0	0
18	0	0	0
19	0	0	0
20	0	0	0
21	0	0	0
22	0	0	0
23	0	0	0
24	0	0	0
25	0	0	0
26	0	0	0
27	0	0	0
28	0	0	0
29	0	0	0
30	0	0	0
31	0	0	0
32	0	0	0

*NOTE: Scaling is specified in each detector diagnostic plan.

Speed Detectors

	Local Speed Detector							
One Detector Speed:	1	2	3	4	5	6	7	8
Local Detector Number. . . .	0	0	0	0	0	0	0	0
Vehicle Length	0	0	0	0	0	0	0	0
Loop Length.	0	0	0	0	0	0	0	0
Two Detector Speed:								
Local Detector Number. . . .	0	0	0	0	0	0	0	0
Speed Trap Length.	0	0	0	0	0	0	0	0

	Local Speed Detector							
One Detector Speed:	9	10	11	12	13	14	15	16
Local Detector Number. . . .	0	0	0	0	0	0	0	0
Vehicle Length	0	0	0	0	0	0	0	0
Loop Length.	0	0	0	0	0	0	0	0
Two Detector Speed:								
Local Detector Number. . . .	0	0	0	0	0	0	0	0
Speed Trap Length.	0	0	0	0	0	0	0	0

Units. . . . . Inches

NOTE: Speed Detector 1 = STA, Speed Detector 2 = STB

Coordinator Manual Command and Options

Manual Enable . . . . . Pattern 0

Split Units . . . . . Seconds OffsetUnits . . . . . Seconds
Interconnect Format . STD Interconnect Source . TLM
Transition. . . . . SMOOTH Dwell Period. 15
Resync Count. 3

Actuated Coord Phase . . . . Actuated Walk Rest . . . .
Inhibit Max Timing . . . . X Max 2 Select . . . . . .
Floating Force Off . . . . X Multisync. . . . . .

Split Demand:	Call	Time	Cyc Count	Phase 1	2	3	4	5	6	7	8	9	10	11	12
Demand 1 . .		0	0	X	.	X	.	.	.	.	.	.	.	.	.
Demand 2 . .		0	0	.	X	X	.	.	.	.	.	.	.	.	.

	Phase 1	2	3	4	5	6	7	8	9	10	11	12
Auto Permissive Min Green .	0	0	0	0	0	0	0	0	0	0	0	0

	A	B	C	D	E	F
Free Alternate Sequence . .	.	.	.	.	.	.

Coordination Patterns

Pattern 2
Cycle Length . . 100 COS 411
Offset 4
Vehicle Permissive . . [1] 0 [2] 0
Vehicle Perm 2 Displacement 0 Phase Reservice. . NO
Splits: Phase 1- 12 2- 46 3- 27 4- 15
Phase 5- 12 6- 46 7- 27 8- 15
Phase 9- 0 10- 0 11- 0 12- 0 Split Sum: 0
Split Extension/Ring [1] 0 [2] 0
Split Demand Pattern [1] 0 [2] 0
XRT Pattern. . . 0

Phase Number:	1	2	3	4	5	6	7	8	9	10	11	12
Coord Phases . . .		X				X						
Veh Recall												
Veh Max Recall . .												
Ped Recall		X				X						
Veh Omit												

Alt Sequence . . A: . B: . C: . D: . E: . F: .

Pattern 4
Cycle Length . . 130 COS 322
Offset 8
Vehicle Permissive . . [1] 0 [2] 0
Vehicle Perm 2 Displacement 0 Phase Reservice. . NO
Splits: Phase 1- 7 2- 60 3- 18 4- 15
Phase 5- 7 6- 60 7- 18 8- 15
Phase 9- 0 10- 0 11- 0 12- 0 Split Sum: 0
Split Extension/Ring [1] 0 [2] 0
Split Demand Pattern [1] 0 [2] 0
XRT Pattern. . . 0

Phase Number:	1	2	3	4	5	6	7	8	9	10	11	12
Coord Phases . . .		X				X						
Veh Recall												
Veh Max Recall . .												
Ped Recall		X				X						
Veh Omit												

Alt Sequence . . A: . B: . C: . D: . E: . F: .

Pattern 6
Cycle Length . . 130 COS 633
Offset 58
Vehicle Permissive . . [1] 0 [2] 0
Vehicle Perm 2 Displacement 0 Phase Reservice. . NO
Splits: Phase 1- 8 2- 54 3- 18 4- 20
Phase 5- 8 6- 54 7- 18 8- 20
Phase 9- 0 10- 0 11- 0 12- 0 Split Sum: 0
Split Extension/Ring [1] 0 [2] 0
Split Demand Pattern [1] 0 [2] 0
XRT Pattern. . . 0

Phase Number:	1	2	3	4	5	6	7	8	9	10	11	12
Coord Phases . . .		X				X						
Veh Recall												
Veh Max Recall . .												
Ped Recall												
Veh Omit												

Alt Sequence . . A: . B: . C: . D: . E: . F: .

Coordination Patterns

Pattern 8
Cycle Length . . 130 COS 344
Offset 0
Vehicle Permissive . . [1] 0 [2] 0
Vehicle Perm 2 Displacement 0 Phase Reservice. . NO
Splits: Phase 1- 8 2- 56 3- 16 4- 20
Phase 5- 8 6- 56 7- 16 8- 20
Phase 9- 0 10- 0 11- 0 12- 0 Split Sum: 0
Split Extension/Ring [1] 0 [2] 0
Split Demand Pattern [1] 0 [2] 0
XRT Pattern. . . 0

Phase Number:	1	2	3	4	5	6	7	8	9	10	11	12
Coord Phases . .	.	X	.	.	.	X	.	.	.	.	.	.
Veh Recall . . .	.	.	.	.	.	.	.	.	.	.	.	.
Veh Max Recall .	.	.	.	.	.	.	.	.	.	.	.	.
Ped Recall . . .	.	X	.	.	.	X	.	.	.	.	.	.
Veh Omit	.	.	.	.	.	.	.	.	.	.	.	.

Alt Sequence . . A: . B: . C: . D: . E: . F: .

Pattern 10
Cycle Length . . 150 COS 123
Offset 70
Vehicle Permissive . . [1] 0 [2] 0
Vehicle Perm 2 Displacement 0 Phase Reservice. . NO
Splits: Phase 1- 24 2- 38 3- 9 4- 29
Phase 5- 9 6- 53 7- 23 8- 15
Phase 9- 0 10- 0 11- 0 12- 0 Split Sum: 0
Split Extension/Ring [1] 0 [2] 0
Split Demand Pattern [1] 0 [2] 0
XRT Pattern. . . 0

Phase Number:	1	2	3	4	5	6	7	8	9	10	11	12
Coord Phases . .	.	X	.	.	.	X	.	.	.	.	.	.
Veh Recall . . .	.	.	.	.	.	.	.	.	.	.	.	.
Veh Max Recall .	.	.	.	.	.	.	.	.	.	.	.	.
Ped Recall . . .	.	X	.	.	.	X	.	.	.	.	.	.
Veh Omit	.	.	.	.	.	.	.	.	.	.	.	.

Alt Sequence . . A: . B: . C: . D: . E: . F: .

Pattern 20
Cycle Length . . 90 COS 111
Offset 41
Vehicle Permissive . . [1] 0 [2] 0
Vehicle Perm 2 Displacement 0 Phase Reservice. . NO
Splits: Phase 1- 18 2- 39 3- 12 4- 21
Phase 5- 12 6- 45 7- 19 8- 14
Phase 9- 0 10- 0 11- 0 12- 0 Split Sum: 0
Split Extension/Ring [1] 0 [2] 0
Split Demand Pattern [1] 0 [2] 0
XRT Pattern. . . 0

Phase Number:	1	2	3	4	5	6	7	8	9	10	11	12
Coord Phases . .	.	X	.	.	.	X	.	.	.	.	.	.
Veh Recall . . .	.	.	.	.	.	.	.	.	.	.	.	.
Veh Max Recall .	.	.	.	.	.	.	.	.	.	.	.	.
Ped Recall . . .	.	.	.	.	.	.	.	.	.	.	.	.
Veh Omit	.	.	.	.	.	.	.	.	.	.	.	.

Alt Sequence . . A: . B: . C: . D: . E: . F: .

Coordination Patterns

Pattern 21
Cycle Length . . 110 COS 311
Offset 104
Vehicle Permissive . . [1] 0 [2] 0
Vehicle Perm 2 Displacement 0 Phase Reservice. . NO
Splits: Phase 1- 28 2- 41 3- 12 4- 29
Phase 5- 11 6- 58 7- 25 8- 16
Phase 9- 0 10- 0 11- 0 12- 0 Split Sum: 0
Split Extension/Ring [1] 0 [2] 0
Split Demand Pattern [1] 0 [2] 0
XRT Pattern. . . 0

Phase Number:	1	2	3	4	5	6	7	8	9	10	11	12
Coord Phases . .	.	X	.	.	.	X	.	.	.	.	.	.
Veh Recall . . .	.	.	.	.	.	.	.	.	.	.	.	.
Veh Max Recall .	.	.	.	.	.	.	.	.	.	.	.	.
Ped Recall . . .	.	.	.	.	.	.	.	.	.	.	.	.
Veh Omit	.	.	.	.	.	.	.	.	.	.	.	.

Alt Sequence . . A: . B: . C: . D: . E: . F: .

Pattern 22
Cycle Length . . 100 COS 212
Offset 59
Vehicle Permissive . . [1] 0 [2] 0
Vehicle Perm 2 Displacement 0 Phase Reservice. . NO
Splits: Phase 1- 18 2- 38 3- 16 4- 28
Phase 5- 16 6- 40 7- 25 8- 19
Phase 9- 0 10- 0 11- 0 12- 0 Split Sum: 0
Split Extension/Ring [1] 0 [2] 0
Split Demand Pattern [1] 0 [2] 0
XRT Pattern. . . 0

Phase Number:	1	2	3	4	5	6	7	8	9	10	11	12
Coord Phases . .	.	X	.	.	.	X	.	.	.	.	.	.
Veh Recall . . .	.	.	.	.	.	.	.	.	.	.	.	.
Veh Max Recall .	.	.	.	.	.	.	.	.	.	.	.	.
Ped Recall . . .	.	.	.	.	.	.	.	.	.	.	.	.
Veh Omit	.	.	.	.	.	.	.	.	.	.	.	.

Alt Sequence . . A: . B: . C: . D: . E: . F: .

Pattern 23
Cycle Length . . 110 COS 312
Offset 46
Vehicle Permissive . . [1] 0 [2] 0
Vehicle Perm 2 Displacement 0 Phase Reservice. . NO
Splits: Phase 1- 18 2- 50 3- 15 4- 27
Phase 5- 11 6- 57 7- 26 8- 16
Phase 9- 0 10- 0 11- 0 12- 0 Split Sum: 0
Split Extension/Ring [1] 0 [2] 0
Split Demand Pattern [1] 0 [2] 0
XRT Pattern. . . 0

Phase Number:	1	2	3	4	5	6	7	8	9	10	11	12
Coord Phases . .	.	X	.	.	.	X	.	.	.	.	.	.
Veh Recall . . .	.	.	.	.	.	.	.	.	.	.	.	.
Veh Max Recall .	.	.	.	.	.	.	.	.	.	.	.	.
Ped Recall . . .	.	.	.	.	.	.	.	.	.	.	.	.
Veh Omit	.	.	.	.	.	.	.	.	.	.	.	.

Alt Sequence . . A: . B: . C: . D: . E: . F: .

Coordination Patterns

Pattern 41
Cycle Length . . 115 COS 511
Offset 91
Vehicle Permissive . . [1] 0 [2] 0
Vehicle Perm 2 Displacement 0 Phase Reservice. . NO
Splits: Phase 1- 30 2- 46 3- 11 4- 28
Phase 5- 11 6- 65 7- 24 8- 15
Phase 9- 0 10- 0 11- 0 12- 0 Split Sum: 0
Split Extension/Ring [1] 0 [2] 0
Split Demand Pattern [1] 0 [2] 0
XRT Pattern. . . 0

Phase Number:	1	2	3	4	5	6	7	8	9	10	11	12
Coord Phases . .	.	X	.	.	.	X	.	.	.	.	.	.
Veh Recall . . .	.	.	.	.	.	.	.	.	.	.	.	.
Veh Max Recall .	.	.	.	.	.	.	.	.	.	.	.	.
Ped Recall . . .	.	.	.	.	.	.	.	.	.	.	.	.
Veh Omit	.	.	.	.	.	.	.	.	.	.	.	.
Alt Sequence . .	A:	.	B:	.	C:	.	D:	.	E:	.	F:	.

Pattern 43
Cycle Length . . 130 COS 433
Offset 10
Vehicle Permissive . . [1] 0 [2] 0
Vehicle Perm 2 Displacement 0 Phase Reservice. . NO
Splits: Phase 1- 18 2- 68 3- 15 4- 29
Phase 5- 11 6- 75 7- 28 8- 16
Phase 9- 0 10- 0 11- 0 12- 0 Split Sum: 0
Split Extension/Ring [1] 0 [2] 0
Split Demand Pattern [1] 0 [2] 0
XRT Pattern. . . 0

Phase Number:	1	2	3	4	5	6	7	8	9	10	11	12
Coord Phases . .	.	X	.	.	.	X	.	.	.	.	.	.
Veh Recall . . .	.	.	.	.	.	.	.	.	.	.	.	.
Veh Max Recall .	.	.	.	.	.	.	.	.	.	.	.	.
Ped Recall . . .	.	.	.	.	.	.	.	.	.	.	.	.
Veh Omit	.	.	.	.	.	.	.	.	.	.	.	.
Alt Sequence . .	A:	.	B:	.	C:	.	D:	.	E:	.	F:	.

Preemptors

Preemptor 1

Active	Det Lock.	Ped Dark . . . . .
Priority Preemption.	Yel-Red To Grn. . .	Ped Active . . . . .
Outputs Only During Hold . . .	Flash All Outputs .	Zero Ped Clr Time. .
Terminate Overlap ASAP	Terminate Phases. .	Ped Clr Thru Yel . .
Don't Override Flash	Duration Time. . . 0	
Flash During Hold.	Delay Time 0	
No CVM in Flash.	Inhibit Time . . . 0	
Fast Flash Grn on Hold Phase. .	Min Ped Clear. . . 0	
Enable Max Time.	Max Time 0	
	Exit Max 0	
	Min Hold Time. . . 0	
	Hold Delay Time. . 0	

	Green	Yellow	Red
Minimum	0	0.0	0.0
Track Clear	0	0.0	0.0
Hold.		0.0	0.0

Phase/Overlap	1	2	3	4	5	6	7	8	9	10	11	12/	A	B	C	D
Terminate Overlap																
Track Clearance Phase																
Hold Phases																
Exit Phases																
Exit Calls on Phase																

Out of Flash Color for Exit Phases . . . . Green

Preemptor 2

Active	Det Lock.	Ped Dark . . . . .
Priority Preemption.	Yel-Red To Grn. . .	Ped Active . . . . .
Outputs Only During Hold . . .	Flash All Outputs .	Zero Ped Clr Time. .
Terminate Overlap ASAP	Terminate Phases. .	Ped Clr Thru Yel . .
Don't Override Flash	Duration Time. . . 0	
Flash During Hold.	Delay Time 0	
No CVM in Flash.	Inhibit Time . . . 0	
Fast Flash Grn on Hold Phase. .	Min Ped Clear. . . 0	
Enable Max Time.	Max Time 0	
	Exit Max 0	
	Min Hold Time. . . 0	
	Hold Delay Time. . 0	

	Green	Yellow	Red
Minimum	0	0.0	0.0
Track Clear	0	0.0	0.0
Hold.		0.0	0.0

Phase/Overlap	1	2	3	4	5	6	7	8	9	10	11	12/	A	B	C	D
Terminate Overlap																
Track Clearance Phase																
Hold Phases																
Exit Phases																
Exit Calls on Phase																

Out of Flash Color for Exit Phases . . . . Green

Linked Preemptor 0

Preemptors

Preemptor 3

Active	X	Det Lock		Ped Dark	
Priority Preemption		Yel-Red To Grn		Ped Active	
Outputs Only During Hold		Flash All Outputs		Zero Ped Clr Time	
Terminate Overlap ASAP		Terminate Phases		Ped Clr Thru Yel	
Don't Override Flash		Duration Time	0		
Flash During Hold		Delay Time	0		
No CVM in Flash		Inhibit Time	0		
Fast Flash Grn on Hold Phase		Min Ped Clear	0		
Enable Max Time	X	Max Time	90		
		Exit Max	0		
		Min Hold Time	0		
		Hold Delay Time	0		

	Green	Yellow	Red
Minimum	6	0.0	0.0
Track Clear	0	0.0	0.0
Hold		0.0	0.0

Phase/Overlap	1	2	3	4	5	6	7	8	9	10	11	12/	A	B	C	D
Terminate Overlap																
Track Clearance Phase																
Hold Phases			X					X								
Exit Phases			X					X								
Exit Calls on Phase																

Out of Flash Color for Exit Phases . . . . Green

Linked Preemptor 0

Preemptor 4

Active	X	Det Lock		Ped Dark	
Priority Preemption		Yel-Red To Grn		Ped Active	
Outputs Only During Hold		Flash All Outputs		Zero Ped Clr Time	
Terminate Overlap ASAP		Terminate Phases		Ped Clr Thru Yel	
Don't Override Flash		Duration Time	0		
Flash During Hold		Delay Time	0		
No CVM in Flash		Inhibit Time	0		
Fast Flash Grn on Hold Phase		Min Ped Clear	0		
Enable Max Time	X	Max Time	90		
		Exit Max	0		
		Min Hold Time	0		
		Hold Delay Time	0		

	Green	Yellow	Red
Minimum	6	0.0	0.0
Track Clear	0	0.0	0.0
Hold		0.0	0.0

Phase/Overlap	1	2	3	4	5	6	7	8	9	10	11	12/	A	B	C	D
Terminate Overlap																
Track Clearance Phase																
Hold Phases				X			X									
Exit Phases				X			X									
Exit Calls on Phase																

Out of Flash Color for Exit Phases . . . . Green

Linked Preemptor 0

Preemptors

Preemptor 5

Active	X	Det Lock		Ped Dark	
Priority Preemption		Yel-Red To Grn		Ped Active	
Outputs Only During Hold		Flash All Outputs		Zero Ped Clr Time	
Terminate Overlap ASAP		Terminate Phases		Ped Clr Thru Yel	
Don't Override Flash		Duration Time	0		
Flash During Hold		Delay Time	0		
No CVM in Flash		Inhibit Time	0		
Fast Flash Grn on Hold Phase		Min Ped Clear	0		
Enable Max Time	X	Max Time	90		
		Exit Max	0		
		Min Hold Time	0		
		Hold Delay Time	0		

	Green	Yellow	Red
Minimum	6	0.0	0.0
Track Clear	0	0.0	0.0
Hold		0.0	0.0

Phase/Overlap	1	2	3	4	5	6	7	8	9	10	11	12/	A	B	C	D
Terminate Overlap																
Track Clearance Phase																
Hold Phases		X			X											
Exit Phases		X			X											
Exit Calls on Phase																

Out of Flash Color for Exit Phases . . . . Green

Linked Preemptor 0

Preemptor 6

Active	X	Det Lock		Ped Dark	
Priority Preemption		Yel-Red To Grn		Ped Active	
Outputs Only During Hold		Flash All Outputs		Zero Ped Clr Time	
Terminate Overlap ASAP		Terminate Phases		Ped Clr Thru Yel	
Don't Override Flash		Duration Time	0		
Flash During Hold		Delay Time	0		
No CVM in Flash		Inhibit Time	0		
Fast Flash Grn on Hold Phase		Min Ped Clear	0		
Enable Max Time	X	Max Time	90		
		Exit Max	0		
		Min Hold Time	0		
		Hold Delay Time	0		

	Green	Yellow	Red
Minimum	6	0.0	0.0
Track Clear	0	0.0	0.0
Hold		0.0	0.0

Phase/Overlap	1	2	3	4	5	6	7	8	9	10	11	12/	A	B	C	D
Terminate Overlap																
Track Clearance Phase																
Hold Phases	X					X										
Exit Phases	X					X										
Exit Calls on Phase																

Out of Flash Color for Exit Phases . . . . Green

Linked Preemptor 0

Bus Preemptors

	Bus Preemptor 1	2	3	4
Preemptor Active	.	.	.	.
Detector Lock	.	.	.	.
Maximum Time	0	0	0	0
Reservice Time	0	0	0	0
Delay Time	0	0	0	0
Inhibit Time	0	0	0	0
Entrance Green	0	0	0	0
Entrance Ped Clearance	0	0	0	0
Entrance Yellow	0.0	0.0	0.0	0.0
Entrance Red	0.0	0.0	0.0	0.0
Minimum Hold Time	0	0	0	0

	Hold Phases 1	2	3	4	5	6	7	8	9	10	11	12
Preemptor 1	.	.	.	.	.	.	.	.	.	.	.	.
Preemptor 2	.	.	.	.	.	.	.	.	.	.	.	.
Preemptor 3	.	.	.	.	.	.	.	.	.	.	.	.
Preemptor 4	.	.	.	.	.	.	.	.	.	.	.	.

NIC/TOD Clock/Calendar

Manual NIC Program Step 0

Manual TOD Program Step 0

NIC Resync Time 0000

Sync Reference is . . . . . Reference Time

Week 1 Begins on 1st Sunday . . . . . NO If NO, then week containing Jan. 1

Disable Daylight Savings Time . . . . . NO

Daylight Savings
Begins Last Sunday in March . . . . . NO If NO, then Second Sunday as per 2007 DST Law

TOD Weekly/Yearly

Weekly Program Numbers

	1	2	3	4	5	6	7	8	9	10	
Sunday . . .	3	5	1	1	1	1	1	1	1	1	Program No.
Monday . . .	1	4	1	1	1	1	1	1	1	1	Program No.
Tuesday. . .	1	4	1	1	1	1	1	1	1	1	Program No.
Wednesday. .	1	4	1	1	1	1	1	1	1	1	Program No.
Thursday . .	1	4	1	1	1	1	1	1	1	1	Program No.
Friday . . .	1	4	1	1	1	1	1	1	1	1	Program No.
Saturday . .	3	5	1	1	1	1	1	1	1	1	Program No.

Week of Year

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
Prog	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2

	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36
Prog	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2

	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53
Prog	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2

Holiday Programs

Holiday	Type	Month	Day of Week/ Day of Month	Week of Year/ Year	Program
1	Fixed	0	0	0	0
2	Fixed	0	0	0	0
3	Fixed	0	0	0	0
4	Fixed	0	0	0	0
5	Fixed	0	0	0	0
6	Fixed	0	0	0	0
7	Fixed	0	0	0	0
8	Fixed	0	0	0	0
9	Fixed	0	0	0	0
10	Fixed	0	0	0	0
11	Fixed	0	0	0	0
12	Fixed	0	0	0	0
13	Fixed	0	0	0	0
14	Fixed	0	0	0	0
15	Fixed	0	0	0	0
16	Fixed	0	0	0	0
17	Fixed	0	0	0	0
18	Fixed	0	0	0	0
19	Fixed	0	0	0	0
20	Fixed	0	0	0	0
21	Fixed	0	0	0	0
22	Fixed	0	0	0	0
23	Fixed	0	0	0	0
24	Fixed	0	0	0	0
25	Fixed	0	0	0	0
26	Fixed	0	0	0	0
27	Fixed	0	0	0	0
28	Fixed	0	0	0	0
29	Fixed	0	0	0	0
30	Fixed	0	0	0	0
31	Fixed	0	0	0	0
32	Fixed	0	0	0	0
33	Fixed	0	0	0	0
34	Fixed	0	0	0	0
35	Fixed	0	0	0	0
36	Fixed	0	0	0	0

NIC Program Steps

Step	Program	Step Begins	Pattern	Override
1	1	0630	20	NO
2	1	0715	21	NO
3	1	0900	20	NO
4	1	1100	22	NO
5	1	1500	23	NO
6	1	1930	0	NO
30	3	0900	22	NO
31	3	1930	0	NO
40	4	0630	20	NO
41	4	0715	41	NO
42	4	0900	20	NO
43	4	1100	22	NO
44	4	1500	43	NO
45	4	1830	20	NO
46	4	2200	0	NO
50	5	0730	20	NO
51	5	0900	23	NO
52	5	1700	20	NO
53	5	2200	0	NO

TOD Program Steps

Configuration

Controller Sequence Priority

	1	2	3	4	5	6	7	8	9	10	11	12
Ring 1 Phases	1	2	3	4	9	10	0	0	0	0	0	0
Ring 2 Phases	5	6	7	8	11	12	0	0	0	0	0	0

Phase

	1	2	3	4	5	6	7	8	9	10	11	12
In Use	X	X	X	X	X	X	X	X	.	.	.	.
Exclusive Ped	.	.	.	.	.	.	.	.	.	.	.	.
Direction												

Overlap

	A	B	C	D
Direction				

Load Switch Channel/Driver Group Assign (Info Only):

Load Switch (MMU) Channel	Signal Driver Phase/ Ovlap	Group Ped
1	1	.
2	2	.
3	3	.
4	4	.
5	5	.
6	6	.
7	7	.
8	8	.
9	2	X
10	4	X
11	6	X
12	8	X
13	A	.
14	B	.
15	C	.
16	D	.

Configuration Continued

Enable BIU:	1	2	3	4	5	6	7	8
Terminal/Facilities. . . .	X	X	.	.	.	.	.	.
Detector Rack.	X	.	.	.	.	.	.	.

Type 2 Runs as Type 1. . . .
MMU Disable. . . . . .
Diagnostic Enable. . . . . .
Peer-Peer Comm Enable. . . .

	1	2	3	4	5	6	7	8	9	10
Peer To Peer Addresses . .	255	255	255	255	255	255	255	255	255	255

Port 2:

Port 2 Protocol . . . . . Terminal
Port 2 Enable . . . . . NO
AB3418 Address. 0
AB3418 Group Address. 0
AB3418 Response Delay 0
AB3418 Single Flag Enable . . . NO
AB3418 Drop-Out Time. 0
AB3418 TOD SF Select. 0
Data Rate . . . . . 1200 bps
Data, Parity, Stop. 8, 0, 1

Port 3:

Port 3 Protocol . . . . . Telemetry
Port 3 Enable . . . . . YES
Telemetry Address 1
System Detector 9-16 Address. . 0
Telemetry Response Delay. . . . 0
AB3418 Address. 0
AB3418 Group Address. 0
AB3418 Response Delay 0
AB3418 Single Flag Enable . . . NO
AB3418 Drop-Out Time. 0
AB3418 TOD SF Select. 0
Duplex. . . . . Full
Data Rate . . . . . 19.2k bps
Data, Parity, Stop. . . . . 8, N, 1

Configuration Continued

Event Enabling		Alarm Enabling
Critical RFE'S (MMU/TF)	X	ALARM 1
Non-Critical RFE'S (DET/TEST)	X	ALARM 2
Detector Errors	X	ALARM 3
Coordination Errors	X	ALARM 4
MMU Flash Faults.	X	ALARM 5
Local Flash Faults.	X	ALARM 6
Preempt	X	ALARM 7
Power On/Off.	X	ALARM 8
Low Battery	X	ALARM 9
		ALARM 10.
		ALARM 11.
		ALARM 12.
		ALARM 13.
		ALARM 14.
		ALARM 15.
		ALARM 16.

Supervisor Access Code. . . ****
Data Change Access Code . . ****

MMU Compatibility Program (Info Only)

Channel Is Allowed to Time With Channel

	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2
1	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	
3	.	.	.	.	.	.	.	.	.	.	.	.	.		
4	.	.	.	.	.	.	.	.	.	.	.	.			
5	.	.	.	.	.	.	.	.	.	.	.				
6	.	.	.	.	.	.	.	.	.	.					
7	.	.	.	.	.	.	.	.	.						
8	.	.	.	.	.	.	.	.							
9	.	.	.	.	.	.	.								
10	.	.	.	.	.	.									
11	.	.	.	.	.										
12	.	.	.	.											
13	.	.	.												
14	.	.													
15	.														

Version Info:

Software Assy.	Part No.	Version
Boot	27831	2.83
Program	45561	8.0
Application		. 3
Help	27891	6.43
Configuration	27918	C000

By-Phase Timing Data

Direction	Phase 1	2	3	4	5	6	7	8	9	10	11	12
Minimum Green	7	15	7	7	7	15	7	7	0	0	0	0
Bike Min Green	0	0	0	0	0	0	0	0	0	0	0	0
Cond Serv Min Grn	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	7	0	7	0	7	0	7	0	0	0	0
Ped Clearance	0	28	7	42	7	28	7	42	7	7	0	7
Veh Extension	2.5	4.0	3.0	4.0	2.5	4.0	3.0	4.0	0.0	0.0	0.0	0.0
Alt Veh Exten	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Extension	0	0	0	0	0	0	0	0	0	0	0	0
Max 1	14	35	14	17	14	35	14	17	0	0	0	0
Max 2	18	45	18	20	18	45	18	20	0	0	0	0
Max 3	20	55	20	25	20	55	20	25	0	0	0	0
Det. Fail Max	0	0	0	0	0	0	0	0	0	0	0	0
Yellow Change	3.0	4.3	3.0	3.0	3.0	4.3	3.0	3.0	3.0	3.0	3.0	3.0
Red Clearance	1.0	2.0	1.0	4.5	1.0	1.8	1.0	4.3	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	0.0	0.0	0.0	0.0
Act. B4 Init	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Actuation	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Initial	30	30	30	30	30	30	30	30	0	0	0	0
Time B4 Reduction	0	0	0	0	0	0	0	0	0	0	0	0
Cars Waiting	0	0	0	0	0	0	0	0	0	0	0	0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0
Minimum Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

No-Serve Phases

	Phase Cannot Serve With Phase										
Phase	12	11	10	9	8	7	6	5	4	3	2
1	.	.	.	.	.	.	.	.	.	.	.
2	.	.	.	.	.	.	.	.	.	.	
3	.	.	.	.	.	.	.	.	.		
4	.	.	.	.	.	.	.	.			
5	.	.	.	.	.	.	.				
6	.	.	.	.	.	.					
7	.	.	.	.	.						
8	.	.	.	.							
9	.	.	.								
10	.	.									
11	.										

Ped Carryover

Ped Start Phase	Carry Over Phase
1	0
2	0
3	0
4	0
5	0
6	0
7	0
8	0
9	0
10	0
11	0
12	0

Vehicle/Ped Phase as Overlap

Ped Phase As Overlap Consists of Ped Phases

Ped Ovlap Phase	1	2	3	4	5	6	7	8	9	10	11	12
1	.	.	.	.	.	.	.	.	.	.	.	.
2	.	.	.	.	.	.	.	.	.	.	.	.
3	.	.	.	.	.	.	.	.	.	.	.	.
4	.	.	.	.	.	.	.	.	.	.	.	.
5	.	.	.	.	.	.	.	.	.	.	.	.
6	.	.	.	.	.	.	.	.	.	.	.	.
7	.	.	.	.	.	.	.	.	.	.	.	.
8	.	.	.	.	.	.	.	.	.	.	.	.
9	.	.	.	.	.	.	.	.	.	.	.	.
10	.	.	.	.	.	.	.	.	.	.	.	.
11	.	.	.	.	.	.	.	.	.	.	.	.
12	.	.	.	.	.	.	.	.	.	.	.	.

Veh Phase As Overlap Consists of Veh Phases

Veh Ovlap Phase	1	2	3	4	5	6	7	8	9	10	11	12
1	X	.	.	.	.	.	.	.	.	.	.	.
2	.	X	.	.	.	.	.	.	.	.	.	.
3	.	.	X	.	.	.	.	.	.	.	.	.
4	.	.	.	X	.	.	.	.	.	.	.	.
5	.	.	.	.	X	.	.	.	.	.	.	.
6	.	.	.	.	.	X	.	.	.	.	.	.
7	.	.	.	.	.	.	X	.	.	.	.	.
8	.	.	.	.	.	.	.	X	.	.	.	.
9	.	.	.	.	.	.	.	.	X	.	.	.
10	.	.	.	.	.	.	.	.	.	X	.	.
11	.	.	.	.	.	.	.	.	.	.	X	.
12	.	.	.	.	.	.	.	.	.	.	.	X

Overlap Data

Overlap A	Phase: 1	2	3	4	5	6	7	8	9	10	11	12
Standard												
Protected												
Permitted												
Enable Lag												
Enable Lead												
Spare												

Advance Green Timer 0.0

	Green	Yellow	Red
Lag/Lead Timers	0.0	0.0	0.0

Overlap B	Phase: 1	2	3	4	5	6	7	8	9	10	11	12
Standard												
Protected												
Permitted												
Enable Lag												
Enable Lead												
Spare												

Advance Green Timer 0.0

	Green	Yellow	Red
Lag/Lead Timers	0.0	0.0	0.0

Overlap C	Phase: 1	2	3	4	5	6	7	8	9	10	11	12
Standard												
Protected												
Permitted												
Enable Lag												
Enable Lead												
Spare												

Advance Green Timer 0.0

	Green	Yellow	Red
Lag/Lead Timers	0.0	0.0	0.0

Overlap D	Phase: 1	2	3	4	5	6	7	8	9	10	11	12
Standard												
Protected												
Permitted												
Enable Lag												
Enable Lead												
Spare												

Advance Green Timer 0.0

	Green	Yellow	Red
Lag/Lead Timers	0.0	0.0	0.0

Power Start, Remote Flash

	Phase															
	1	2	3	4	5	6	7	8	9	10	11	12				
Power Start	.	X	.	.	.	X	.	.	.	.	.	.				
External Start	.	X	.	.	.	X	.	.	.	.	.	.				
Into Remote Flash	.	.	.	.	.	.	.	.	.	.	.	.				
Exit Remote Flash	.	.	.	.	.	.	.	.	.	.	.	.	Overlap			
Remote Flash Yellow	.	.	.	.	.	.	.	.	.	.	.	.	A	B	C	D
Flash Together	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Initialization Interval:

Power Start	Red
External Start	Green

Power Start All Red Time	3
Power Start Flash Time	5

Remote Flash Options:

Out of Flash Yellow	NO
Out of Flash All Red	NO
Minimum Recall	NO
Alternate Flash	NO
Flash Thru Load Switches	NO
Cycle Through Phases	NO

Option Data

	Phase											
	1	2	3	4	5	6	7	8	9	10	11	12
Guaranteed Passage												
Call To NonActuated 1		X				X						
Call To NonActuated 2		X				X						
Dual Entry		X		X		X		X				
Conditional Service												
Conditional Reservice												
Actuated Rest in Walk												
Flashing Walk												

Enable Programmable Options

Dual Entry	ON	Backup Protection Group 1	ON
Conditional Service	OFF	Backup Protection Group 2	ON
Ped Clearance Protection	OFF	Backup Protection Group 3	OFF
Special Preempt Overlap Flash	OFF	Simultaneous Gap Group 1	OFF
Cond Service Det Cross Switch	OFF	Simultaneous Gap Group 2	OFF
Lock Detectors in Red Only	OFF	Simultaneous Gap Group 3	OFF

Five Section Left Turn Control

Phases:	5-2	7-4	1-6	3-8	11-10	9-12
Left Turn Head						

Recall Data, Dimming

	Phase											
	1	2	3	4	5	6	7	8	9	10	11	12
Locking Detector. . . .	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall.	.	X	.	.	.	X	.	.	.	.	.	.
Pedestrian Recall . . .	.	.	.	.	.	.	.	.	.	.	.	.
Recall To Max	.	.	.	.	.	.	.	.	.	.	.	.
Soft Recall	.	.	.	.	.	.	.	.	.	.	.	.
Don't Rest Here	.	.	.	.	.	.	.	.	.	.	.	.
Ped Dark if No Call . .	.	.	.	.	.	.	.	.	.	.	.	.

Dimming:

	Load Switch															
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Green/Walk. . . .	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO
Yellow/Ped Clear.	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO
Red/Don't Walk. .	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO

Detector Type/Timers

Det.	Locking Memory	Log Enable	Timers Extend	Timers Delay	Don't Reset Extend	Type
1	NO	NO	0.0	0	.	0 - Normal
2	NO	NO	0.0	0	.	0 - Normal
3	NO	NO	0.0	0	.	0 - Normal
4	NO	NO	4.0	0	.	1 - Extend/Delay
5	NO	NO	0.0	0	.	0 - Normal
6	NO	NO	0.0	0	.	0 - Normal
7	NO	NO	0.0	0	.	0 - Normal
8	NO	NO	4.0	0	.	1 - Extend/Delay
9	NO	NO	0.0	0	.	0 - Normal
10	NO	NO	0.0	0	.	0 - Normal
11	NO	NO	0.0	0	.	0 - Normal
12	NO	NO	0.0	0	.	0 - Normal
13	NO	NO	0.0	0	.	0 - Normal
14	NO	NO	0.0	0	.	0 - Normal
15	NO	NO	0.0	0	.	0 - Normal
16	NO	NO	0.0	0	.	0 - Normal
17	NO	NO	0.0	0	.	0 - Normal
18	NO	NO	0.0	0	.	0 - Normal
19	NO	NO	0.0	0	.	0 - Normal
20	NO	NO	0.0	0	.	0 - Normal
21	NO	NO	0.0	0	.	0 - Normal
22	NO	NO	0.0	0	.	0 - Normal
23	NO	NO	0.0	0	.	0 - Normal
24	NO	NO	0.0	0	.	0 - Normal
25	NO	NO	0.0	0	.	0 - Normal
26	NO	NO	0.0	0	.	0 - Normal
27	NO	NO	0.0	0	.	0 - Normal
28	NO	NO	0.0	0	.	0 - Normal
29	NO	NO	0.0	0	.	0 - Normal
30	NO	NO	0.0	0	.	0 - Normal
31	NO	NO	0.0	0	.	0 - Normal
32	NO	NO	0.0	0	.	0 - Normal

Detector Names

Det 1: Detector 1	Det 17: Detector 17
Det 2: Detector 2	Det 18: Detector 18
Det 3: Detector 3	Det 19: Detector 19
Det 4: Detector 4	Det 20: Detector 20
Det 5: Detector 5	Det 21: Detector 21
Det 6: Detector 6	Det 22: Detector 22
Det 7: Detector 7	Det 23: Detector 23
Det 8: Detector 8	Det 24: Detector 24
Det 9: Detector 9	Det 25: Detector 25
Det 10: Detector 10	Det 26: Detector 26
Det 11: Detector 11	Det 27: Detector 27
Det 12: Detector 12	Det 28: Detector 28
Det 13: Detector 13	Det 29: Detector 29
Det 14: Detector 14	Det 30: Detector 30
Det 15: Detector 15	Det 31: Detector 31
Det 16: Detector 16	Det 32: Detector 32

Detector Type/Timers

33	NO	NO	0.0	0	.	0 - Normal
34	NO	NO	0.0	0	.	0 - Normal
35	NO	NO	0.0	0	.	0 - Normal
36	NO	NO	0.0	0	.	0 - Normal
37	NO	NO	0.0	0	.	0 - Normal
38	NO	NO	0.0	0	.	0 - Normal
39	NO	NO	0.0	0	.	0 - Normal
40	NO	NO	0.0	0	.	0 - Normal
41	NO	NO	0.0	0	.	0 - Normal
42	NO	NO	0.0	0	.	0 - Normal
43	NO	NO	0.0	0	.	0 - Normal
44	NO	NO	0.0	0	.	0 - Normal
45	NO	NO	0.0	0	.	0 - Normal
46	NO	NO	0.0	0	.	0 - Normal
47	NO	NO	0.0	0	.	0 - Normal
48	NO	NO	0.0	0	.	0 - Normal
49	NO	NO	0.0	0	.	0 - Normal
50	NO	NO	0.0	0	.	0 - Normal
51	NO	NO	0.0	0	.	0 - Normal
52	NO	NO	0.0	0	.	0 - Normal
53	NO	NO	0.0	0	.	0 - Normal
54	NO	NO	0.0	0	.	0 - Normal
55	NO	NO	0.0	0	.	0 - Normal
56	NO	NO	0.0	0	.	0 - Normal
57	NO	NO	0.0	0	.	0 - Normal
58	NO	NO	0.0	0	.	0 - Normal
59	NO	NO	0.0	0	.	0 - Normal
60	NO	NO	0.0	0	.	0 - Normal
61	NO	NO	0.0	0	.	0 - Normal
62	NO	NO	0.0	0	.	0 - Normal
63	NO	NO	0.0	0	.	0 - Normal
64	NO	NO	0.0	0	.	0 - Normal

Detector Names

Det 33: Detector 33	Det 49: Detector 49
Det 34: Detector 34	Det 50: Detector 50
Det 35: Detector 35	Det 51: Detector 51
Det 36: Detector 36	Det 52: Detector 52
Det 37: Detector 37	Det 53: Detector 53
Det 38: Detector 38	Det 54: Detector 54
Det 39: Detector 39	Det 55: Detector 55
Det 40: Detector 40	Det 56: Detector 56
Det 41: Detector 41	Det 57: Detector 57
Det 42: Detector 42	Det 58: Detector 58
Det 43: Detector 43	Det 59: Detector 59
Det 44: Detector 44	Det 60: Detector 60
Det 45: Detector 45	Det 61: Detector 61
Det 46: Detector 46	Det 62: Detector 62
Det 47: Detector 47	Det 63: Detector 63
Det 48: Detector 48	Det 64: Detector 64

Detector Phase Assignment

	Phase											
Det.	1	2	3	4	5	6	7	8	9	10	11	12
1	X	.	.	.	.	.	.	.	.	.	.	.
2	.	X	.	.	.	.	.	.	.	.	.	.
3	.	.	X	.	.	.	.	.	.	.	.	.
4	.	.	.	X	.	.	.	.	.	.	.	.
5	.	.	.	.	X	.	.	.	.	.	.	.
6	.	.	.	.	.	X	.	.	.	.	.	.
7	.	.	.	.	.	.	X	.	.	.	.	.
8	.	.	.	.	.	.	.	X	.	.	.	.
9	.	.	.	.	.	.	.	.	.	.	.	.
10	.	.	.	.	.	.	.	.	.	.	.	.
11	.	.	.	.	.	.	.	.	.	.	.	.
12	.	.	.	.	.	.	.	.	.	.	.	.
13	.	.	.	.	.	.	.	.	.	.	.	.
14	.	.	.	.	.	.	.	.	.	.	.	.
15	.	.	.	.	.	.	.	.	.	.	.	.
16	.	.	.	.	.	.	.	.	.	.	.	.
17	.	.	.	.	.	.	.	.	.	.	.	.
18	.	.	.	.	.	.	.	.	.	.	.	.
19	.	.	.	.	.	.	.	.	.	.	.	.
20	.	.	.	.	.	.	.	.	.	.	.	.
21	.	.	.	.	.	.	.	.	.	.	.	.
22	.	.	.	.	.	.	.	.	.	.	.	.
23	.	.	.	.	.	.	.	.	.	.	.	.
24	.	.	.	.	.	.	.	.	.	.	.	.
25	.	.	.	.	.	.	.	.	.	.	.	.
26	.	.	.	.	.	.	.	.	.	.	.	.
27	.	.	.	.	.	.	.	.	.	.	.	.
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30	.	.	.	.	.	.	.	.	.	.	.	.
31	.	.	.	.	.	.	.	.	.	.	.	.
32	.	.	.	.	.	.	.	.	.	.	.	.

Detector Cross Switching

	Phase											
Det.	1	2	3	4	5	6	7	8	9	10	11	12
1	.	.	.	.	.	.	.	.	.	.	.	.
2	.	.	.	.	.	.	.	.	.	.	.	.
3	.	.	.	.	.	.	.	.	.	.	.	.
4	.	.	.	.	.	.	.	.	.	.	.	.
5	.	.	.	.	.	.	.	.	.	.	.	.
6	.	.	.	.	.	.	.	.	.	.	.	.
7	.	.	.	.	.	.	.	.	.	.	.	.
8	.	.	.	.	.	.	.	.	.	.	.	.
9	.	.	.	.	.	.	.	.	.	.	.	.
10	.	.	.	.	.	.	.	.	.	.	.	.
11	.	.	.	.	.	.	.	.	.	.	.	.
12	.	.	.	.	.	.	.	.	.	.	.	.
13	.	.	.	.	.	.	.	.	.	.	.	.
14	.	.	.	.	.	.	.	.	.	.	.	.
15	.	.	.	.	.	.	.	.	.	.	.	.
16	.	.	.	.	.	.	.	.	.	.	.	.
17	.	.	.	.	.	.	.	.	.	.	.	.
18	.	.	.	.	.	.	.	.	.	.	.	.
19	.	.	.	.	.	.	.	.	.	.	.	.
20	.	.	.	.	.	.	.	.	.	.	.	.
21	.	.	.	.	.	.	.	.	.	.	.	.
22	.	.	.	.	.	.	.	.	.	.	.	.
23	.	.	.	.	.	.	.	.	.	.	.	.
24	.	.	.	.	.	.	.	.	.	.	.	.
25	.	.	.	.	.	.	.	.	.	.	.	.
26	.	.	.	.	.	.	.	.	.	.	.	.
27	.	.	.	.	.	.	.	.	.	.	.	.
28	.	.	.	.	.	.	.	.	.	.	.	.
29	.	.	.	.	.	.	.	.	.	.	.	.
30	.	.	.	.	.	.	.	.	.	.	.	.
31	.	.	.	.	.	.	.	.	.	.	.	.
32	.	.	.	.	.	.	.	.	.	.	.	.

Detector Cross Switching

	Phase											
Det.	1	2	3	4	5	6	7	8	9	10	11	12
33	.	.	.	.	.	.	.	.	.	.	.	.
34	.	.	.	.	.	.	.	.	.	.	.	.
35	.	.	.	.	.	.	.	.	.	.	.	.
36	.	.	.	.	.	.	.	.	.	.	.	.
37	.	.	.	.	.	.	.	.	.	.	.	.
38	.	.	.	.	.	.	.	.	.	.	.	.
39	.	.	.	.	.	.	.	.	.	.	.	.
40	.	.	.	.	.	.	.	.	.	.	.	.
41	.	.	.	.	.	.	.	.	.	.	.	.
42	.	.	.	.	.	.	.	.	.	.	.	.
43	.	.	.	.	.	.	.	.	.	.	.	.
44	.	.	.	.	.	.	.	.	.	.	.	.
45	.	.	.	.	.	.	.	.	.	.	.	.
46	.	.	.	.	.	.	.	.	.	.	.	.
47	.	.	.	.	.	.	.	.	.	.	.	.
48	.	.	.	.	.	.	.	.	.	.	.	.
49	.	.	.	.	.	.	.	.	.	.	.	.
50	.	.	.	.	.	.	.	.	.	.	.	.
51	.	.	.	.	.	.	.	.	.	.	.	.
52	.	.	.	.	.	.	.	.	.	.	.	.
53	.	.	.	.	.	.	.	.	.	.	.	.
54	.	.	.	.	.	.	.	.	.	.	.	.
55	.	.	.	.	.	.	.	.	.	.	.	.
56	.	.	.	.	.	.	.	.	.	.	.	.
57	.	.	.	.	.	.	.	.	.	.	.	.
58	.	.	.	.	.	.	.	.	.	.	.	.
59	.	.	.	.	.	.	.	.	.	.	.	.
60	.	.	.	.	.	.	.	.	.	.	.	.
61	.	.	.	.	.	.	.	.	.	.	.	.
62	.	.	.	.	.	.	.	.	.	.	.	.
63	.	.	.	.	.	.	.	.	.	.	.	.
64	.	.	.	.	.	.	.	.	.	.	.	.

Ped/SD Local Assign,Log Interval

	Phase Ped Detector											
	1	2	3	4	5	6	7	8	9	10	11	12
Is Ped Detector No. . . .	1	2	3	4	5	6	7	8	9	10	11	12

	*Local System Detector No.															
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Is Local Detector No. . .	17	18	19	20	21	22	23	24	0	0	0	0	0	0	0	0

Detector Log Interval . . 15

*NOTE: System master designations cross referenced to local
system detector numbers are:
SDA1 = 1 & 9
SDA2 = 2 & 10
SDB1 = 3 & 11
SDB2 = 4 & 12
SDC1 = 5 & 13
SDC2 = 6 & 14
SDD1 = 7 & 15
SDD2 = 8 & 16

Diagnostic Plans/Fail Action

Plan		Detector 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1	Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Scaling	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Scaling	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
3	Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Scaling	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
4	Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Scaling	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
5	Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Scaling	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
6	Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Scaling	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
7	Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Scaling	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
8	Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Scaling	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
*Fail Action		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Plan		Detector 17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
1	Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Scaling	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Scaling	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
3	Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Scaling	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
4	Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Scaling	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
5	Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Scaling	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
6	Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Scaling	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
7	Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Scaling	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
8	Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Scaling	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
*Fail Action		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

*NOTE: 0 = No Action, 1 = Min Recall, 2 = Max Recall in Effect
3 = Detector Fail Max Tiime from By-Phase Timing Data

Diagnostic Plans/Fail Action

		Detector														
Plan		33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48
1	Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Scaling	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Scaling	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
3	Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Scaling	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
4	Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Scaling	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
5	Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Scaling	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
6	Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Scaling	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
7	Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Scaling	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
8	Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Scaling	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
*Fail Action		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

		Detector														
Plan		49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64
1	Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Scaling	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Scaling	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
3	Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Scaling	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
4	Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Scaling	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
5	Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Scaling	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
6	Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Scaling	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
7	Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Scaling	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
8	Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Scaling	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
*Fail Action		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

*NOTE: 0 = No Action, 1 = Min Recall, 2 = Max Recall in Effect
3 = Detector Fail Max Tiime from By-Phase Timing Data

Ped Diagnostic Plans

Plan		1	2	3	4	5	6	7	8	9	10	11	12
1	Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0
	Scaling	1	1	1	1	1	1	1	1	1	1	1	1
2	Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0
	Scaling	1	1	1	1	1	1	1	1	1	1	1	1
3	Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0
	Scaling	1	1	1	1	1	1	1	1	1	1	1	1
4	Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0
	Scaling	1	1	1	1	1	1	1	1	1	1	1	1
5	Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0
	Scaling	1	1	1	1	1	1	1	1	1	1	1	1
6	Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0
	Scaling	1	1	1	1	1	1	1	1	1	1	1	1
7	Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0
	Scaling	1	1	1	1	1	1	1	1	1	1	1	1
8	Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0
	Scaling	1	1	1	1	1	1	1	1	1	1	1	1

Detector Diagnostic Intervals

Diagnostic Number	*No-Activity Diagnostic Interval	*Max Presence Diagnostic Interval	Erratic Counts
1	2	0	0
2	0	0	0
3	0	0	0
4	0	0	0
5	0	0	0
6	0	0	0
7	0	0	0
8	0	0	0
9	0	0	0
10	0	0	0
11	0	0	0
12	0	0	0
13	0	0	0
14	0	0	0
15	0	0	0
16	0	0	0
17	0	0	0
18	0	0	0
19	0	0	0
20	0	0	0
21	0	0	0
22	0	0	0
23	0	0	0
24	0	0	0
25	0	0	0
26	0	0	0
27	0	0	0
28	0	0	0
29	0	0	0
30	0	0	0
31	0	0	0
32	0	0	0

*NOTE: Scaling is specified in each detector diagnostic plan.

Speed Detectors

	Local Speed Detector							
One Detector Speed:	1	2	3	4	5	6	7	8
Local Detector Number. . . .	0	0	0	0	0	0	0	0
Vehicle Length	0	0	0	0	0	0	0	0
Loop Length.	0	0	0	0	0	0	0	0
Two Detector Speed:								
Local Detector Number. . . .	0	0	0	0	0	0	0	0
Speed Trap Length.	0	0	0	0	0	0	0	0

	Local Speed Detector							
One Detector Speed:	9	10	11	12	13	14	15	16
Local Detector Number. . . .	0	0	0	0	0	0	0	0
Vehicle Length	0	0	0	0	0	0	0	0
Loop Length.	0	0	0	0	0	0	0	0
Two Detector Speed:								
Local Detector Number. . . .	0	0	0	0	0	0	0	0
Speed Trap Length.	0	0	0	0	0	0	0	0

Units. . . . . Inches

NOTE: Speed Detector 1 = STA, Speed Detector 2 = STB

Coordinator Manual Command and Options

Manual Enable . . . . . Pattern 0

Split Units . . . . . Seconds OffsetUnits . . . . . Seconds
Interconnect Format . STD Interconnect Source . TLM
Transition. . . . . SMOOTH Dwell Period. 20
Resync Count. 0

Actuated Coord Phase . . . X Actuated Walk Rest . . . .
Inhibit Max Timing . . . . X Max 2 Select . . . . . .
Floating Force Off . . . . X Multisync. . . . . .

Split Demand:	Call	Time	Cyc Count	Phase 1	2	3	4	5	6	7	8	9	10	11	12
Demand 1 . .	0		0	.	.	.	.	.	.	.	.	.	.	.	.
Demand 2 . .	0		0	.	.	.	.	.	.	.	.	.	.	.	.

	Phase 1	2	3	4	5	6	7	8	9	10	11	12
Auto Permissive Min Green .	0	0	0	0	0	0	0	0	0	0	0	0

	A	B	C	D	E	F
Free Alternate Sequence . .	.	.	.	.	.	.

Coordination Patterns

Pattern 1
Cycle Length . . 130 COS 322
Offset 62
Vehicle Permissive . . [1] 0 [2] 0
Vehicle Perm 2 Displacement 0 Phase Reservice. . NO
Splits: Phase 1- 27 2- 45 3- 12 4- 16
Phase 5- 13 6- 59 7- 12 8- 16
Phase 9- 0 10- 0 11- 0 12- 0 Split Sum: 0
Split Extension/Ring [1] 0 [2] 0
Split Demand Pattern [1] 0 [2] 0
XRT Pattern. . . 0

Phase Number:	1	2	3	4	5	6	7	8	9	10	11	12
Coord Phases . . .		X				X						
Veh Recall												
Veh Max Recall . .												
Ped Recall												
Veh Omit												

Alt Sequence . . A: . B: . C: . D: . E: . F: .

Pattern 2
Cycle Length . . 130 COS 344
Offset 30
Vehicle Permissive . . [1] 0 [2] 0
Vehicle Perm 2 Displacement 0 Phase Reservice. . NO
Splits: Phase 1- 17 2- 54 3- 18 4- 11
Phase 5- 17 6- 54 7- 18 8- 11
Phase 9- 4 10- 4 11- 4 12- 4 Split Sum: 0
Split Extension/Ring [1] 0 [2] 0
Split Demand Pattern [1] 0 [2] 0
XRT Pattern. . . 0

Phase Number:	1	2	3	4	5	6	7	8	9	10	11	12
Coord Phases . . .		X				X						
Veh Recall												
Veh Max Recall . .												
Ped Recall												
Veh Omit												

Alt Sequence . . A: . B: . C: . D: . E: . F: .

Pattern 3
Cycle Length . . 100 COS 411
Offset 0
Vehicle Permissive . . [1] 0 [2] 0
Vehicle Perm 2 Displacement 0 Phase Reservice. . NO
Splits: Phase 1- 15 2- 50 3- 20 4- 15
Phase 5- 15 6- 50 7- 20 8- 15
Phase 9- 0 10- 0 11- 0 12- 0 Split Sum: 0
Split Extension/Ring [1] 0 [2] 0
Split Demand Pattern [1] 0 [2] 0
XRT Pattern. . . 0

Phase Number:	1	2	3	4	5	6	7	8	9	10	11	12
Coord Phases . . .		X				X						
Veh Recall												
Veh Max Recall . .												
Ped Recall												
Veh Omit												

Alt Sequence . . A: . B: . C: . D: . E: . F: .

Coordination Patterns

Pattern 4
Cycle Length . . 115 COS 511
Offset 60
Vehicle Permissive . . [1] 0 [2] 0
Vehicle Perm 2 Displacement 0 Phase Reservice. . NO
Splits: Phase 1- 15 2- 50 3- 20 4- 15
Phase 5- 15 6- 50 7- 20 8- 15
Phase 9- 0 10- 0 11- 0 12- 0 Split Sum: 0
Split Extension/Ring [1] 0 [2] 0
Split Demand Pattern [1] 0 [2] 0
XRT Pattern. . . 0

Phase Number:	1	2	3	4	5	6	7	8	9	10	11	12
Coord Phases . . .		X				X						
Veh Recall												
Veh Max Recall . .												
Ped Recall												
Veh Omit												

Alt Sequence . . A: . B: . C: . D: . E: . F: .

Pattern 5
Cycle Length . . 115 COS 521
Offset 0
Vehicle Permissive . . [1] 0 [2] 0
Vehicle Perm 2 Displacement 0 Phase Reservice. . NO
Splits: Phase 1- 15 2- 50 3- 20 4- 15
Phase 5- 15 6- 50 7- 20 8- 15
Phase 9- 0 10- 0 11- 0 12- 0 Split Sum: 0
Split Extension/Ring [1] 0 [2] 0
Split Demand Pattern [1] 0 [2] 0
XRT Pattern. . . 0

Phase Number:	1	2	3	4	5	6	7	8	9	10	11	12
Coord Phases . . .		X				X						
Veh Recall												
Veh Max Recall . .												
Ped Recall												
Veh Omit												

Alt Sequence . . A: . B: . C: . D: . E: . F: .

Pattern 6
Cycle Length . . 130 COS 623
Offset 58
Vehicle Permissive . . [1] 0 [2] 0
Vehicle Perm 2 Displacement 0 Phase Reservice. . NO
Splits: Phase 1- 10 2- 66 3- 14 4- 10
Phase 5- 10 6- 66 7- 14 8- 10
Phase 9- 0 10- 0 11- 0 12- 0 Split Sum: 0
Split Extension/Ring [1] 0 [2] 0
Split Demand Pattern [1] 0 [2] 0
XRT Pattern. . . 0

Phase Number:	1	2	3	4	5	6	7	8	9	10	11	12
Coord Phases . . .		X				X						
Veh Recall												
Veh Max Recall . .												
Ped Recall												
Veh Omit												

Alt Sequence . . A: . B: . C: . D: . E: . F: .

Coordination Patterns

Pattern 7
Cycle Length . . 130 COS 621
Offset 50
Vehicle Permissive . . [1] 0 [2] 0
Vehicle Perm 2 Displacement 0 Phase Reservice. . NO
Splits: Phase 1- 10 2- 66 3- 14 4- 10
Phase 5- 10 6- 66 7- 14 8- 10
Phase 9- 0 10- 0 11- 0 12- 0 Split Sum: 0
Split Extension/Ring [1] 0 [2] 0
Split Demand Pattern [1] 0 [2] 0
XRT Pattern. . . 0

Phase Number:	1	2	3	4	5	6	7	8	9	10	11	12
Coord Phases . . .		X				X						
Veh Recall												
Veh Max Recall . .												
Ped Recall												
Veh Omit												

Alt Sequence . . A: . B: . C: . D: . E: . F: .

Pattern 8
Cycle Length . . 130 COS 633
Offset 92
Vehicle Permissive . . [1] 0 [2] 0
Vehicle Perm 2 Displacement 0 Phase Reservice. . NO
Splits: Phase 1- 27 2- 41 3- 14 4- 18
Phase 5- 8 6- 60 7- 14 8- 18
Phase 9- 0 10- 0 11- 0 12- 0 Split Sum: 0
Split Extension/Ring [1] 0 [2] 0
Split Demand Pattern [1] 0 [2] 0
XRT Pattern. . . 0

Phase Number:	1	2	3	4	5	6	7	8	9	10	11	12
Coord Phases . . .		X				X						
Veh Recall												
Veh Max Recall . .												
Ped Recall												
Veh Omit												

Alt Sequence . . A: . B: . C: . D: . E: . F: .

Pattern 9
Cycle Length . . 130 COS 644
Offset 64
Vehicle Permissive . . [1] 0 [2] 0
Vehicle Perm 2 Displacement 0 Phase Reservice. . NO
Splits: Phase 1- 9 2- 54 3- 9 4- 28
Phase 5- 8 6- 55 7- 9 8- 28
Phase 9- 0 10- 0 11- 0 12- 0 Split Sum: 0
Split Extension/Ring [1] 0 [2] 0
Split Demand Pattern [1] 0 [2] 0
XRT Pattern. . . 0

Phase Number:	1	2	3	4	5	6	7	8	9	10	11	12
Coord Phases . . .		X				X						
Veh Recall												
Veh Max Recall . .												
Ped Recall												
Veh Omit												

Alt Sequence . . A: . B: . C: . D: . E: . F: .

Coordination Patterns

Pattern 10
Cycle Length . . 150 COS 710
Offset 62
Vehicle Permissive . . [1] 0 [2] 0
Vehicle Perm 2 Displacement 0 Phase Reservice. . NO
Splits: Phase 1- 20 2- 50 3- 12 4- 17
Phase 5- 12 6- 59 7- 15 8- 14
Phase 9- 0 10- 0 11- 0 12- 0 Split Sum: 0
Split Extension/Ring [1] 0 [2] 0
Split Demand Pattern [1] 0 [2] 0
XRT Pattern. . . 0

Phase Number:	1	2	3	4	5	6	7	8	9	10	11	12
Coord Phases		X				X						
Veh Recall												
Veh Max Recall												
Ped Recall												
Veh Omit												

Alt Sequence . . A: . B: . C: . D: . E: . F: .

Pattern 20
Cycle Length . . 90 COS 111
Offset 33
Vehicle Permissive . . [1] 0 [2] 0
Vehicle Perm 2 Displacement 0 Phase Reservice. . NO
Splits: Phase 1- 21 2- 37 3- 14 4- 18
Phase 5- 12 6- 46 7- 14 8- 18
Phase 9- 0 10- 0 11- 0 12- 0 Split Sum: 0
Split Extension/Ring [1] 0 [2] 0
Split Demand Pattern [1] 0 [2] 0
XRT Pattern. . . 0

Phase Number:	1	2	3	4	5	6	7	8	9	10	11	12
Coord Phases		X				X						
Veh Recall												
Veh Max Recall												
Ped Recall												
Veh Omit												

Alt Sequence . . A: . B: . C: . D: . E: . F: .

Pattern 21
Cycle Length . . 110 COS 311
Offset 46
Vehicle Permissive . . [1] 0 [2] 0
Vehicle Perm 2 Displacement 0 Phase Reservice. . NO
Splits: Phase 1- 22 2- 50 3- 19 4- 19
Phase 5- 17 6- 55 7- 19 8- 19
Phase 9- 0 10- 0 11- 0 12- 0 Split Sum: 0
Split Extension/Ring [1] 0 [2] 0
Split Demand Pattern [1] 0 [2] 0
XRT Pattern. . . 0

Phase Number:	1	2	3	4	5	6	7	8	9	10	11	12
Coord Phases		X				X						
Veh Recall												
Veh Max Recall												
Ped Recall												
Veh Omit												

Alt Sequence . . A: . B: . C: . D: . E: . F: .

Coordination Patterns

Pattern 22
Cycle Length . . 100 COS 212
Offset 56
Vehicle Permissive . . [1] 0 [2] 0
Vehicle Perm 2 Displacement 0 Phase Reservice. . NO
Splits: Phase 1- 22 2- 38 3- 18 4- 22
Phase 5- 14 6- 46 7- 17 8- 23
Phase 9- 0 10- 0 11- 0 12- 0 Split Sum: 0
Split Extension/Ring [1] 0 [2] 0
Split Demand Pattern [1] 0 [2] 0
XRT Pattern. . . 0

Phase Number:	1	2	3	4	5	6	7	8	9	10	11	12
Coord Phases . . .		X				X						
Veh Recall												
Veh Max Recall . .												
Ped Recall												
Veh Omit												

Alt Sequence . . A: . B: . C: . D: . E: . F: .

Pattern 23
Cycle Length . . 110 COS 312
Offset 58
Vehicle Permissive . . [1] 0 [2] 0
Vehicle Perm 2 Displacement 0 Phase Reservice. . NO
Splits: Phase 1- 16 2- 55 3- 17 4- 22
Phase 5- 20 6- 51 7- 15 8- 24
Phase 9- 0 10- 0 11- 0 12- 0 Split Sum: 0
Split Extension/Ring [1] 0 [2] 0
Split Demand Pattern [1] 0 [2] 0
XRT Pattern. . . 0

Phase Number:	1	2	3	4	5	6	7	8	9	10	11	12
Coord Phases . . .		X				X						
Veh Recall												
Veh Max Recall . .												
Ped Recall												
Veh Omit												

Alt Sequence . . A: . B: . C: . D: . E: . F: .

Pattern 41
Cycle Length . . 115 COS 511
Offset 8
Vehicle Permissive . . [1] 0 [2] 0
Vehicle Perm 2 Displacement 0 Phase Reservice. . NO
Splits: Phase 1- 22 2- 47 3- 21 4- 25
Phase 5- 17 6- 52 7- 21 8- 25
Phase 9- 0 10- 0 11- 0 12- 0 Split Sum: 0
Split Extension/Ring [1] 0 [2] 0
Split Demand Pattern [1] 0 [2] 0
XRT Pattern. . . 0

Phase Number:	1	2	3	4	5	6	7	8	9	10	11	12
Coord Phases . . .		X				X						
Veh Recall												
Veh Max Recall . .												
Ped Recall												
Veh Omit												

Alt Sequence . . A: . B: . C: . D: . E: . F: .

Coordination Patterns

Pattern 43
Cycle Length . . 130 COS 433
Offset 111
Vehicle Permissive . . [1] 0 [2] 0
Vehicle Perm 2 Displacement 0 Phase Reservice. . NO
Splits: Phase 1- 17 2- 66 3- 16 4- 31
Phase 5- 21 6- 62 7- 16 8- 31
Phase 9- 0 10- 0 11- 0 12- 0 Split Sum: 0
Split Extension/Ring [1] 0 [2] 0
Split Demand Pattern [1] 0 [2] 0
XRT Pattern. . . 0

Phase Number:	1	2	3	4	5	6	7	8	9	10	11	12
Coord Phases . .	.	X	.	.	.	X	.	.	.	.	.	.
Veh Recall . . .	.	.	.	.	.	.	.	.	.	.	.	.
Veh Max Recall .	.	.	.	.	.	.	.	.	.	.	.	.
Ped Recall . . .	.	.	.	.	.	.	.	.	.	.	.	.
Veh Omit	.	.	.	.	.	.	.	.	.	.	.	.

Alt Sequence . . A: . B: . C: . D: . E: . F: .

Preemptors

Preemptor 1

Active	Det Lock.	Ped Dark . . . . .
Priority Preemption.	Yel-Red To Grn. . .	Ped Active . . . . .
Outputs Only During Hold . . .	Flash All Outputs .	Zero Ped Clr Time. .
Terminate Overlap ASAP	Terminate Phases. .	Ped Clr Thru Yel . .
Don't Override Flash	Duration Time. . . 0	
Flash During Hold.	Delay Time 0	
No CVM in Flash.	Inhibit Time . . . 0	
Fast Flash Grn on Hold Phase. .	Min Ped Clear. . . 0	
Enable Max Time.	Max Time 0	
	Exit Max 0	
	Min Hold Time. . . 0	
	Hold Delay Time. . 0	

	Green	Yellow	Red
Minimum	0	0.0	0.0
Track Clear	0	0.0	0.0
Hold.		0.0	0.0

Phase/Overlap	1	2	3	4	5	6	7	8	9	10	11	12/	A	B	C	D
Terminate Overlap																
Track Clearance Phase																
Hold Phases																
Exit Phases																
Exit Calls on Phase																

Out of Flash Color for Exit Phases . . . . Green

Preemptor 2

Active	Det Lock.	Ped Dark . . . . .
Priority Preemption.	Yel-Red To Grn. . .	Ped Active . . . . .
Outputs Only During Hold . . .	Flash All Outputs .	Zero Ped Clr Time. .
Terminate Overlap ASAP	Terminate Phases. .	Ped Clr Thru Yel . .
Don't Override Flash	Duration Time. . . 0	
Flash During Hold.	Delay Time 0	
No CVM in Flash.	Inhibit Time . . . 0	
Fast Flash Grn on Hold Phase. .	Min Ped Clear. . . 0	
Enable Max Time.	Max Time 0	
	Exit Max 0	
	Min Hold Time. . . 0	
	Hold Delay Time. . 0	

	Green	Yellow	Red
Minimum	0	0.0	0.0
Track Clear	0	0.0	0.0
Hold.		0.0	0.0

Phase/Overlap	1	2	3	4	5	6	7	8	9	10	11	12/	A	B	C	D
Terminate Overlap																
Track Clearance Phase																
Hold Phases																
Exit Phases																
Exit Calls on Phase																

Out of Flash Color for Exit Phases . . . . Green

Linked Preemptor 0

Preemptors

Preemptor 3

Active	X	Det Lock		Ped Dark	
Priority Preemption		Yel-Red To Grn		Ped Active	
Outputs Only During Hold		Flash All Outputs		Zero Ped Clr Time	
Terminate Overlap ASAP		Terminate Phases		Ped Clr Thru Yel	
Don't Override Flash		Duration Time	0		
Flash During Hold		Delay Time	0		
No CVM in Flash		Inhibit Time	0		
Fast Flash Grn on Hold Phase		Min Ped Clear	0		
Enable Max Time	X	Max Time	90		
		Exit Max	0		
		Min Hold Time	0		
		Hold Delay Time	0		

	Green	Yellow	Red
Minimum	6	0.0	0.0
Track Clear	0	0.0	0.0
Hold		0.0	0.0

Phase/Overlap	1	2	3	4	5	6	7	8	9	10	11	12/	A	B	C	D
Terminate Overlap																
Track Clearance Phase																
Hold Phases			X					X								
Exit Phases			X					X								
Exit Calls on Phase																

Out of Flash Color for Exit Phases . . . . Green

Linked Preemptor 0

Preemptor 4

Active	X	Det Lock		Ped Dark	
Priority Preemption		Yel-Red To Grn		Ped Active	
Outputs Only During Hold		Flash All Outputs		Zero Ped Clr Time	
Terminate Overlap ASAP		Terminate Phases		Ped Clr Thru Yel	
Don't Override Flash		Duration Time	0		
Flash During Hold		Delay Time	0		
No CVM in Flash		Inhibit Time	0		
Fast Flash Grn on Hold Phase		Min Ped Clear	0		
Enable Max Time	X	Max Time	90		
		Exit Max	0		
		Min Hold Time	0		
		Hold Delay Time	0		

	Green	Yellow	Red
Minimum	6	0.0	0.0
Track Clear	0	0.0	0.0
Hold		0.0	0.0

Phase/Overlap	1	2	3	4	5	6	7	8	9	10	11	12/	A	B	C	D
Terminate Overlap																
Track Clearance Phase																
Hold Phases				X			X									
Exit Phases				X			X									
Exit Calls on Phase																

Out of Flash Color for Exit Phases . . . . Green

Linked Preemptor 0

Preemptors

Preemptor 5

Active	X	Det Lock		Ped Dark	
Priority Preemption		Yel-Red To Grn		Ped Active	
Outputs Only During Hold		Flash All Outputs		Zero Ped Clr Time	
Terminate Overlap ASAP		Terminate Phases		Ped Clr Thru Yel	
Don't Override Flash		Duration Time	0		
Flash During Hold		Delay Time	0		
No CVM in Flash		Inhibit Time	0		
Fast Flash Grn on Hold Phase		Min Ped Clear	0		
Enable Max Time	X	Max Time	90		
		Exit Max	0		
		Min Hold Time	0		
		Hold Delay Time	0		

	Green	Yellow	Red
Minimum	6	0.0	0.0
Track Clear	0	0.0	0.0
Hold		0.0	0.0

Phase/Overlap	1	2	3	4	5	6	7	8	9	10	11	12/	A	B	C	D
Terminate Overlap																
Track Clearance Phase																
Hold Phases		X			X											
Exit Phases		X			X											
Exit Calls on Phase																

Out of Flash Color for Exit Phases . . . . Green

Linked Preemptor 0

Preemptor 6

Active	X	Det Lock		Ped Dark	
Priority Preemption		Yel-Red To Grn		Ped Active	
Outputs Only During Hold		Flash All Outputs		Zero Ped Clr Time	
Terminate Overlap ASAP		Terminate Phases		Ped Clr Thru Yel	
Don't Override Flash		Duration Time	0		
Flash During Hold		Delay Time	0		
No CVM in Flash		Inhibit Time	0		
Fast Flash Grn on Hold Phase		Min Ped Clear	0		
Enable Max Time	X	Max Time	90		
		Exit Max	0		
		Min Hold Time	0		
		Hold Delay Time	0		

	Green	Yellow	Red
Minimum	6	0.0	0.0
Track Clear	0	0.0	0.0
Hold		0.0	0.0

Phase/Overlap	1	2	3	4	5	6	7	8	9	10	11	12/	A	B	C	D
Terminate Overlap																
Track Clearance Phase																
Hold Phases	X					X										
Exit Phases	X					X										
Exit Calls on Phase																

Out of Flash Color for Exit Phases . . . . Green

Linked Preemptor 0

Bus Preemptors

	Bus Preemptor 1	2	3	4
Preemptor Active	.	.	.	.
Detector Lock	.	.	.	.
Maximum Time	0	0	0	0
Reservice Time	0	0	0	0
Delay Time	0	0	0	0
Inhibit Time	0	0	0	0
Entrance Green	0	0	0	0
Entrance Ped Clearance	0	0	0	0
Entrance Yellow	0.0	0.0	0.0	0.0
Entrance Red	0.0	0.0	0.0	0.0
Minimum Hold Time	0	0	0	0

	Hold Phases 1	2	3	4	5	6	7	8	9	10	11	12
Preemptor 1	.	.	.	.	.	.	.	.	.	.	.	.
Preemptor 2	.	.	.	.	.	.	.	.	.	.	.	.
Preemptor 3	.	.	.	.	.	.	.	.	.	.	.	.
Preemptor 4	.	.	.	.	.	.	.	.	.	.	.	.

NIC/TOD Clock/Calendar

Manual NIC Program Step 0

Manual TOD Program Step 0

NIC Resync Time 0315

Sync Reference is . . . . . Reference Time

Week 1 Begins on 1st Sunday . . . . . NO If NO, then week containing Jan. 1

Disable Daylight Savings Time . . . . . NO

Daylight Savings
Begins Last Sunday in March . . . . . NO If NO, then Second Sunday as per 2007 DST Law

TOD Weekly/Yearly

Weekly Program Numbers

	1	2	3	4	5	6	7	8	9	10	
Sunday . . .	3	5	1	1	1	1	1	1	1	1	Program No.
Monday . . .	1	4	1	1	1	1	1	1	1	1	Program No.
Tuesday. . .	1	4	1	1	1	1	1	1	1	1	Program No.
Wednesday. .	1	4	1	1	1	1	1	1	1	1	Program No.
Thursday . .	1	4	1	1	1	1	1	1	1	1	Program No.
Friday . . .	1	4	1	1	1	1	1	1	1	1	Program No.
Saturday . .	3	5	1	1	1	1	1	1	1	1	Program No.

Week of Year

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
Prog	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2

	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36
Prog	2	2	2	2	2	2	2	2	2	2	2	1	2	2	2	2	2	2

	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53
Prog	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2

Holiday Programs

Holiday	Type	Month	Day of Week/ Day of Month	Week of Year/ Year	Program
1	Fixed	0	0	0	0
2	Fixed	0	0	0	0
3	Fixed	0	0	0	0
4	Fixed	0	0	0	0
5	Fixed	0	0	0	0
6	Fixed	0	0	0	0
7	Fixed	0	0	0	0
8	Fixed	0	0	0	0
9	Fixed	0	0	0	0
10	Fixed	0	0	0	0
11	Fixed	0	0	0	0
12	Fixed	0	0	0	0
13	Fixed	0	0	0	0
14	Fixed	0	0	0	0
15	Fixed	0	0	0	0
16	Fixed	0	0	0	0
17	Fixed	0	0	0	0
18	Fixed	0	0	0	0
19	Fixed	0	0	0	0
20	Fixed	0	0	0	0
21	Fixed	0	0	0	0
22	Fixed	0	0	0	0
23	Fixed	0	0	0	0
24	Fixed	0	0	0	0
25	Fixed	0	0	0	0
26	Fixed	0	0	0	0
27	Fixed	0	0	0	0
28	Fixed	0	0	0	0
29	Fixed	0	0	0	0
30	Fixed	0	0	0	0
31	Fixed	0	0	0	0
32	Fixed	0	0	0	0
33	Fixed	0	0	0	0
34	Fixed	0	0	0	0
35	Fixed	0	0	0	0
36	Fixed	0	0	0	0

NIC Program Steps

Step	Program	Step Begins	Pattern	Override
1	1	0630	20	NO
2	1	0715	21	NO
3	1	0900	20	NO
4	1	1100	22	NO
5	1	1500	23	NO
6	1	1930	0	NO
26	3	0900	3	NO
27	3	2000	0	NO
30	3	0900	22	NO
31	3	1930	0	NO
40	4	0630	20	NO
41	4	0715	41	NO
42	4	0900	20	NO
43	4	1100	22	NO
44	4	1500	43	NO
45	4	1830	20	NO
46	4	2200	0	NO
50	5	0730	20	NO
51	5	0900	23	NO
52	5	1700	20	NO
53	5	2200	0	NO

TOD Program Steps

Step 1 Program 1 Step Begins 0400

Flash. . . . . .
Red Rest . . . . . .
Spare 5. . . . . .
Spare 3. . . . . .
Type 0 Dly Enable. . .
Det Diag Plan. . . . 1

Dimming Enable. . . . .
Alt Veh Extension . . .
Det Log Enable. X
Spare 4 . . . . . .
Spare 2 . . . . . .

	Phase Number											
	1	2	3	4	5	6	7	8	9	10	11	12
Max 2 Enable	.	.	.	.	.	.	.	.	.	.	.	.
Max 3 Enable	.	.	.	.	.	.	.	.	.	.	.	.
Veh Recall	.	.	.	.	.	.	.	.	.	.	.	.
Veh Max Recall	.	.	.	.	.	.	.	.	.	.	.	.
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.
Cond Service Inhibit. . . .	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omit	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	.	.	.	.	.				

	A	B	C	D	E	F
Alt Sequence	.	.	.	.	.	.

Step 2 Program 1 Step Begins 0630

Flash. . . . . .
Red Rest . . . . . .
Spare 5. . . . . .
Spare 3. . . . . .
Type 0 Dly Enable. . .
Det Diag Plan. . . . 0

Dimming Enable. . . . .
Alt Veh Extension . . .
Det Log Enable. . . . .
Spare 4 . . . . . .
Spare 2 . . . . . .

	Phase Number											
	1	2	3	4	5	6	7	8	9	10	11	12
Max 2 Enable	.	.	.	.	.	.	.	.	.	.	.	.
Max 3 Enable	.	.	.	.	.	.	.	.	.	.	.	.
Veh Recall	.	.	.	.	.	.	.	.	.	.	.	.
Veh Max Recall	.	.	.	.	.	.	.	.	.	.	.	.
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.
Cond Service Inhibit. . . .	.	.	.	.	.	.	.	.	.	.	.	.
Phase Omit	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	.	.	.	.	.				

	A	B	C	D	E	F
Alt Sequence	.	.	.	.	.	.

St. Francis Drive South Side - St. Francis Dr. & Zia Road*

Configuration Phase Sequence

Controller Sequence (MM)1-1-1

Hardware Alternate Sequence Enable: No

Phase Ring Sequence.....(Note: Sequences identical to the prior one are not printed)

	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16
	B	B		B		B		B								
Sequence 1																
Ring 1	1	2	3	4	9	10	13	14	.	.	.	.	.	.	.	.
Ring 2	5	6	7	8	11	12	15	16	.	.	.	.	.	.	.	.
Sequence 2																
Ring 1	2	1	3	4	10	9	13	14	.	.	.	.	.	.	.	.
Ring 2	5	6	7	8	11	12	15	16	.	.	.	.	.	.	.	.
Sequence 3																
Ring 1	1	2	4	3	9	10	14	13	.	.	.	.	.	.	.	.
Ring 2	5	6	7	8	11	12	15	16	.	.	.	.	.	.	.	.
Sequence 4																
Ring 1	2	1	4	3	10	9	14	13	.	.	.	.	.	.	.	.
Ring 2	5	6	7	8	11	12	15	16	.	.	.	.	.	.	.	.
Sequence 5																
Ring 1	1	2	3	4	9	10	13	14	.	.	.	.	.	.	.	.
Ring 2	6	5	7	8	12	11	15	16	.	.	.	.	.	.	.	.
Sequence 6																
Ring 1	2	1	3	4	10	9	13	14	.	.	.	.	.	.	.	.
Ring 2	6	5	7	8	12	11	15	16	.	.	.	.	.	.	.	.
Sequence 7																
Ring 1	1	2	4	3	9	10	14	13	.	.	.	.	.	.	.	.
Ring 2	6	5	7	8	12	11	15	16	.	.	.	.	.	.	.	.
Sequence 8																
Ring 1	2	1	4	3	10	9	14	13	.	.	.	.	.	.	.	.
Ring 2	6	5	7	8	12	11	15	16	.	.	.	.	.	.	.	.
Sequence 9																
Ring 1	1	2	3	4	9	10	13	14	.	.	.	.	.	.	.	.
Ring 2	5	6	8	7	11	12	16	15	.	.	.	.	.	.	.	.
Sequence 10																
Ring 1	2	1	3	4	10	9	13	14	.	.	.	.	.	.	.	.
Ring 2	5	6	8	7	11	12	16	15	.	.	.	.	.	.	.	.
Sequence 11																
Ring 1	1	2	4	3	9	10	14	13	.	.	.	.	.	.	.	.
Ring 2	5	6	8	7	11	12	16	15	.	.	.	.	.	.	.	.
Sequence 12																
Ring 1	2	1	4	3	10	9	14	13	.	.	.	.	.	.	.	.
Ring 2	5	6	8	7	11	12	16	15	.	.	.	.	.	.	.	.
Sequence 13																
Ring 1	1	2	3	4	9	10	13	14	.	.	.	.	.	.	.	.
Ring 2	6	5	8	7	12	11	16	15	.	.	.	.	.	.	.	.
Sequence 14																
Ring 1	2	1	3	4	10	9	13	14	.	.	.	.	.	.	.	.
Ring 2	6	5	8	7	12	11	16	15	.	.	.	.	.	.	.	.
Sequence 15																
Ring 1	1	2	4	3	9	10	14	13	.	.	.	.	.	.	.	.
Ring 2	6	5	8	7	12	11	16	15	.	.	.	.	.	.	.	.
Sequence 16																
Ring 1	2	1	4	3	10	9	14	13	.	.	.	.	.	.	.	.
Ring 2	6	5	8	7	12	11	16	15	.	.	.	.	.	.	.	.

Phases In Use / Exclusive PED (MM)1-2

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Phases in Use	X	X	X	X	X	X	X	X								
Exclusive PED																

Phase Compatibility (MM)1-1-2

Phase	Compatible Phase
n/a	Barrier Mode

Overlap Direction Descriptions

Overlap	Description

Administration (MM)1-7-1

Enable CU/Cabinet Interlock CRC	No
Request Download Controller Data	No
Controller Database CRC	0000
Enable Automatic Backup to Datakey	No

Backup Prevent (MM)1-1-3

	Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Timing /	1		.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Backup	2	.		.	.	.	.	.	.	.	.	.	.	.	.	.	.
	3	.	.		.	.	.	.	.	.	.	.	.	.	.	.	.
	4	.	.	.		.	.	.	.	.	.	.	.	.	.	.	.
	5	.	.	.	.		.	.	.	.	.	.	.	.	.	.	.
	6	.	.	.	.	.		.	.	.	.	.	.	.	.	.	.
	7	.	.	.	.	.	.		.	.	.	.	.	.	.	.	.
	8	.	.	.	.	.	.	.		.	.	.	.	.	.	.	.
	9	.	.	.	.	.	.	.	.		.	.	.	.	.	.	.
	10	.	.	.	.	.	.	.	.	.		.	.	.	.	.	.
	11	.	.	.	.	.	.	.	.	.	.		.	.	.	.	.
	12	.	.	.	.	.	.	.	.	.	.	.		.	.	.	.
	13	.	.	.	.	.	.	.	.	.	.	.	.		.	.	.
	14	.	.	.	.	.	.	.	.	.	.	.	.	.		.	.
	15	.	.	.	.	.	.	.	.	.	.	.	.	.	.		.
	16	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	

Simultaneous Gap (MM)1-1-4

	Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
	1		.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	2	.		.	.	.	.	.	.	.	.	.	.	.	.	.	.
	3	.	.		.	.	.	.	.	.	.	.	.	.	.	.	.
	4	.	.	.		.	.	.	.	.	.	.	.	.	.	.	.
	5	.	.	.	.		.	.	.	.	.	.	.	.	.	.	.
Phase	6	.	.	.	.	.		.	.	.	.	.	.	.	.	.	.
Must	7	.	.	.	.	.	.		.	.	.	.	.	.	.	.	.
Gap	8	.	.	.	.	.	.	.		.	.	.	.	.	.	.	.
With	9	.	.	.	.	.	.	.	.		.	.	.	.	.	.	.
Phase	10	.	.	.	.	.	.	.	.	.		.	.	.	.	.	.
	11	.	.	.	.	.	.	.	.	.	.		.	.	.	.	.
	12	.	.	.	.	.	.	.	.	.	.	.		.	.	.	.
	13	.	.	.	.	.	.	.	.	.	.	.	.		.	.	.
	14	.	.	.	.	.	.	.	.	.	.	.	.	.		.	.
	15	.	.	.	.	.	.	.	.	.	.	.	.	.	.		.
	16	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	
	Disable	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Load Switch Assignments (MMU Channel) (MM)1-3

	Phase / Overlap	Type	Dimming				Power Up				Auto		Flash Together
			Red	Yellow	Green	Dark	Auto	Red	Yellow	Dark	Red	Yellow	
1	1	V				+	X				X		
2	2	V				+	X				X		X
3	3	V				+	X				X		
4	4	V				+	X				X		X
5	5	V				-	X				X		
6	6	V				-	X				X		X
7	7	V				-	X				X		
8	8	V				-	X				X		X
9	2	P				+	X						
10	4	P				+	X						
11	6	P				-	X						
12	8	P				-	X						
13	1	O				+	X				X		X
14	0					-	X				X		X
15	0					+	X				X		
16	0					-	X				X		X

St. Francis Drive South Side - St. Francis Dr. & Zia Road*

Configuration Port 1 (SDLC)

SDLC Options (MM)1-4-1

BIU	1	2	3	4	5	6	7	8
Term and Facility Enable	X	X						
Detector Rack Enable	X							

Enable TS2/MMU Type Cabinet: Yes
Enable MMU Extended Status: Yes
Enable SDLC Stop Time: Yes
Enable 3 Critical RFE's Lockup: Yes

MMU Program (MM)1-4-2

Channel Can Serve with Channel	
Channel 1	**Channel 2**

Color Check Enable (MM)1-4-3

Enable Color Check: Yes

MMU Channel	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Green	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Yellow	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Red	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X

Secondary To Secondary Addressing (MM)1-4-4

ID	1	2	3	4	5	6	7	8	MMU
Term and Facility Enable									

ID	1	2	3	4	5	6	7	8	Diag
Detector Rack Enable									

Diagonstics (Test Fixture) Enable: No

St. Francis Drive South Side - St. Francis Dr. & Zia Road*

Configuration Communications

Ethernet Port Configuration (MM)1-5-1

Controller IP: 10.70.10.51
Subnet Mask: 255.255.255.0
Default Gateway IP: 10.70.10.1
Server IP: 10.70.10.1

NTCIP Parameters (MM)1-5-5

Backup Time: 0
UDP Port: 501
Ethernet Priority: 1
Port 2 Priority: 4
Port 3A Priority: 2
Port 3B Priority: 3

Port Configuration (MM)1-5-2 to 1-5-4

Port	2 (C50S)	3A (C21S)	3B (C22S)
Protocol	Terminal	NTCIP	ECPIP
Enable	No	No	Yes
Data Rate	9600	19.2K	1200
Data Parity Stop	8 N 1	8 N 1	8 0 1
Modem Setup String	None	None	None
User String			
Comm Port Address	0	0	2
System Detector 9-1	0	0	0
Telemetry Response Delay	0.0	0.0	0.0
Duplex Half/Full	Half	Full	Full
Flow Control	Yes	Yes	Yes
AB3418 NTCIP Group Address	0	0	0
AB3418 NTCIP Single Flag Enable	No	No	No
RTS to CTS Delay	0.0	0.0	3.0
RTS Turn Off Delay	0.0	0.0	2.0
Droupout Time	10	10	300
Early RTS	No	No	No
FSK Hardware	Yes	Yes	Yes
Rail Road	0	0	0
Rail Road Line	0	0	0
ATCS Group	0	0	0
Wayside Device	0	0	0
ATCS Device	0	0	0
Wayside SubNode	0	0	0
ATCS SubNode	0	0	0

ECPIP Parameters (MM)1-5-6

Controller Address: 2
Expanded System Detector Address: 0

Local System Detector

Local System Detector	Number

St. Francis Drive South Side - St. Francis Dr. & Zia Road*

Configuration Logging/Display

Event Logging (MM)1-6-1

Critical RFE's	Yes	3 Critical RFE's in 24 Hours	Yes
MMU Flash Faults	Yes	Local Flash Faults	Yes
Non-Critical RFE's (Det/Test)	Yes	Detector Errors	Yes
Coordination Errors	Yes	Controller Download	Yes
Preempt	Yes	TSP	Yes
Power On/Off	Yes	Low Battery	Yes
Access	Yes	Data Change	Yes
Online/Offline	Yes		

Alarm Log	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Enable Logging	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X

Display Options (MM)1-7-2

Key Click Enable: Yes
Backlight Enable: Yes
LED Mode: Auto
Display Mode: Basic
Screen Format: Advanced

Sign On (MM)8-5

Sign On Message Line 1: Solutions that Move the World
Sign On Message Line 2:

St. Francis Drive South Side - St. Francis Dr. & Zia Road*

Logic Processor Page 1
Statement Control (MM)1-8-1

LP	Statement Control

St. Francis Drive South Side - St. Francis Dr. & Zia Road*

Logic Processor Page 2

Logic Statements (MM)1-8-2

St. Francis Drive South Side - St. Francis Dr. & Zia Road*

Controller Timing Plan (MM)2-1
Plan 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction																
Min Green	7	15	7	7	7	15	18	7	0	0	0	0	0	0	0	0
BK Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	7	0	7	0	7	0	7	0	0	0	0	0	0	0	0
Walk 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	27	0	40	0	27	0	40	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0
Max 1	20	40	25	20	15	30	20	15	0	0	0	0	0	0	0	0
Max 2	20	40	30	30	20	40	20	20	0	0	0	0	0	0	0	0
Max 3	20	40	35	35	25	45	25	25	0	0	0	0	0	0	0	0
DYM Max	0	0	5	5	5	5	5	5	0	0	0	0	0	0	0	0
DYM Stp	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.0	4.3	3.0	3.0	3.0	4.3	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	1.0	2.0	3.0	3.0	1.0	2.0	3.0	3.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
ACT B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SEC/ACT	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPT Duc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Plan 2

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction																
Min Green	10	30	10	18	18	30	19	9	5	5	5	5	5	5	5	5
BK Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	7	0	7	0	7	0	7	0	10	0	10	0	10	0	10
Walk 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	27	0	40	0	27	0	40	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	2.5	3.0	3.0	3.0	3.0	2.5	3.0	3.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max 1	20	40	25	20	15	30	20	20	35	35	35	35	35	35	35	35
Max 2	20	40	30	30	20	40	20	20	40	40	40	40	40	40	40	40
Max 3	20	40	35	35	25	45	25	25	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Stp	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.0	4.3	3.0	3.0	3.0	4.3	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	1.0	2.0	3.0	3.0	1.0	2.0	3.0	3.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
ACT B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SEC/ACT	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPT Duc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Plan 3

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction																
Min Green	7	15	12	15	11	15	14	14	5	5	5	5	5	5	5	5
BK Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	7	0	7	0	7	0	7	0	10	0	10	0	10	0	10
Walk 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	27	0	40	0	27	0	40	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max 1	20	40	25	20	15	30	20	20	35	35	35	35	35	35	35	35
Max 2	20	40	30	30	20	40	20	20	40	40	40	40	40	40	40	40
Max 3	20	40	35	35	25	45	25	25	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Stp	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.0	4.3	3.0	3.0	3.0	4.3	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	1.0	2.0	3.0	3.0	1.0	2.0	3.0	3.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
ACT B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SEC/ACT	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPT Duc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Plan 4

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction																
Min Green	10	40	12	15	18	40	15	15	5	5	5	5	5	5	5	5
BK Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	7	0	7	0	7	0	7	0	7	0	7	0	7	0	7
Walk 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	27	0	40	0	27	0	40	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max 1	20	40	25	20	15	30	20	20	0	0	0	0	0	0	0	0
Max 2	20	40	25	20	15	30	20	20	0	0	0	0	0	0	0	0
Max 3	20	40	35	35	25	45	25	25	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Stp	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.0	4.3	3.0	3.0	3.0	4.3	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	1.0	2.0	3.0	3.0	1.0	2.0	3.0	3.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
ACT B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SEC/ACT	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPT Duc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

St. Francis Drive South Side - St. Francis Dr. & Zia Road*

Controller Overlaps

Vehicle Overlaps (MM)2-2

Overlap	Type	Lag Green	Yellow	Red	Advance Green

Phases

Overlap	Phase	Included	Protect	Ped Protect	Not Overlap	Modifier	Lag X Phase	Lag 2 Phase	Flash Green
A	2	Yes	No	Yes	No		No	No	0
A	7	Yes	No	No	No		No	No	0

PPLT FYA

Overlap	Protected Phase	Permissive Phase	Flash Arrow Output	Flash Arrow Channel	FYA Delay	FYA Clearance	Special Function Disable

Guaranteed Minimum Time Data (MM) 2-4

Phase Time Data

Phase	Min Green	Walk	Ped Clear	Yellow	Red Clear	Overlap Green
A01	5	0	0	3.0	1.0	5
B02	5	7	0	3.0	1.0	5
C03	5	0	0	3.0	1.0	5
D04	5	7	0	3.0	1.0	5
E05	5	0	0	3.0	1.0	5
F06	5	7	0	3.0	1.0	5
G07	5	0	0	3.0	1.0	5
H08	5	7	0	3.0	1.0	5
I09	5	0	7	3.0	0.0	5
J10	5	0	7	3.0	0.0	5
K11	5	0	7	3.0	0.0	5
L12	5	0	7	3.0	0.0	5
M13	5	0	7	3.0	0.0	5
N14	5	0	7	3.0	0.0	5
O15	5	0	7	3.0	0.0	5
P16	5	0	7	3.0	0.0	5

St. Francis Drive South Side - St. Francis Dr. & Zia Road*

Controller Pedestrian Overlaps
Pedestrian Overlaps (MM) 2-3

Included Phase	Ped Overlap

St. Francis Drive South Side - St. Francis Dr. & Zia Road*

Controller Start/Fash (MM) 2-5

Startup

Phase	Phase Setting
2	G
6	G

Overlap
A
B
C
D

Flash > Mon: No
Flash Time: 0
All Red: 8
Power Start Sequence: 1

Automatic Flash

Entry Phase
2
6

Exit Phase
2
6

Overlap Exit
A
B
C
D

Flash > Mon: No
Exit Flash Interval: W
Minimum Auto Flash: 8
Minimumin Recall: No
Cycle Through Phase: No

St. Francis Drive South Side - St. Francis Dr. & Zia Road*

Controller Options

Controller Options (MM)2-6-1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Flashing Green Phase																
Guaranteed Passage																
Non Act 1		X				X										
Non Act 2																
Dual Entry		X		X		X		X								
Conditional Service																
Conditional Reservice																
Ped Reservice																
Rest In Walk																
Flashing Walk																
Ped Clear Yellow																
Ped Clear Red																
IGRN + Veh Ext																

Ped Clear Protect: Off Red Revert: 2.0

Act Pre-Time (MM)2-7

Pre-Time Mode Enable: No Free Input Enables Pre-Timed: Yes

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Pre-Timed Phase																

Phase Recall Options (MM)2-8

Plan 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Lock Detector																
Vehicle Recall		X				X										
Ped Recall																
Max Recall																
Soft Recall																
No Rest																
AI Calc																

St. Francis Drive South Side - St. Francis Dr. & Zia Road*

Coordination Options

Coordination Options (MM)3-1

Manual Pattern	Auto	ECPI Coord	Yes
System Source	SYS	System Format	STD
Splits In	Seconds	Offsets In	Seconds
Transition	Smooth	Max Select	MAXINH
Dwell/Add Time	25		
Delay Coord Walk to LZ	No	Force Off	Fixed
Offset Reference	Lead	Use Ped Time	No
Ped Recall	No	Ped Reservice	No
Local Zero Override	No	FO Added Initial Green	No
Re-Sync Count	2	Multisync	No

Auto Perm Minimum Green (Seconds) (MM)3-4

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Minimum Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Split Demand (MM)3-5

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Demand 1																
Demand 2																

Demand	1	2
Detector	0	0
Call Time (Sec)	0	0
Cycle Count	0	0

St. Francis Drive South Side - St. Francis Dr. & Zia Road*

Coordination Pattern Data
Pattern Data (MM)3-2

Pattern - 2

Split Pattern	2	TS2 (Pat-Off)	0-2	Splits in	Seconds
Cycle	100	Std (COS)	0	Offsets in	Seconds
Offset Value	4s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	0		
Actuated Walk Rest	No	Sequence	0		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description																
Splits (Split Pat 2)	15	45	24	16	15	45	24	16	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Disp.	-	0	0	0
Split Sum	100s	100s	0s	0s

Misc. Data

Veh. Permissive 1	0	Veh. Permissive 2	0	Veh. Permissive 2 Disp.	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern Data

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coordinated Phases		X				X										
Vehicle Recalls		X				X										
Ped Recalls																
Max Recalls																
Phase Omit									X	X	X	X	X	X	X	X
Special Function Output																

Pattern - 4

Split Pattern	4	TS2 (Pat-Off)	1-1	Splits in	Seconds
Cycle	130	Std (COS)	0	Offsets in	Seconds
Offset Value	59s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	0		
Actuated Walk Rest	No	Sequence	0		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description																
Splits (Split Pat 4)	10	50	12	12	10	50	28	12	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Disp.	-	0	0	0
Split Sum	84s	100s	0s	0s

Misc. Data

Veh. Permissive 1	0	Veh. Permissive 2	0	Veh. Permissive 2 Disp.	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern Data

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coordinated Phases		X				X										
Vehicle Recalls		X				X										
Ped Recalls																
Max Recalls																
Phase Omit									X	X	X	X	X	X	X	X
Special Function Output																

Pattern - 6

Split Pattern	6	TS2 (Pat-Off)	1-3	Splits in	Seconds
Cycle	130	Std (COS)	0	Offsets in	Seconds
Offset Value	59s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	0		
Actuated Walk Rest	No	Sequence	0		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description																
Splits (Split Pat 6)	10	36	10	44	10	36	30	24	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Disp.	-	0	0	0
Split Sum	100s	100s	0s	0s

Misc. Data

Veh. Permissive 1	0	Veh. Permissive 2	0	Veh. Permissive 2 Disp.	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern Data

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coordinated Phases		X				X										
Vehicle Recalls		X				X										
Ped Recalls																
Max Recalls																
Phase Omit									X	X	X	X	X	X	X	X
Special Function Output																

Pattern - 8

Split Pattern	8	TS2 (Pat-Off)	2-2	Splits in	Seconds
Cycle	130	Std (COS)	0	Offsets in	Seconds
Offset Value	1s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	0		
Actuated Walk Rest	No	Sequence	0		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description																
Splits (Split Pat 8)	10	44	35	11	19	35	22	24	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Disp.	-	0	0	0
Split Sum	100s	100s	0s	0s

Misc. Data

Veh. Permissive 1	0	Veh. Permissive 2	0	Veh. Permissive 2 Disp.	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern Data

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coordinated Phases		X				X										
Vehicle Recalls		X				X										
Ped Recalls																
Max Recalls																
Phase Omit									X	X	X	X	X	X	X	X
Special Function Output																

Pattern - 10

Split Pattern	10	TS2 (Pat-Off)	3-1	Splits in	Seconds
Cycle	150	Std (COS)	0	Offsets in	Seconds
Offset Value	27s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	0		
Actuated Walk Rest	No	Sequence	0		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description																
Splits (Split Pat 10)	12	43	12	33	10	45	22	23	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Disp.	-	0	0	0
Split Sum	100s	100s	0s	0s

Misc. Data

Veh. Permissive 1	0	Veh. Permissive 2	0	Veh. Permissive 2 Disp.	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern Data

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coordinated Phases		X				X										
Vehicle Recalls		X				X										
Ped Recalls																
Max Recalls																
Phase Omit									X	X	X	X	X	X	X	X
Special Function Output																

Pattern - 20

Split Pattern	20	TS2 (Pat-Off)	6-2	Splits in	Seconds
Cycle	90	Std (COS)	111	Offsets in	Seconds
Offset Value	0s	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	1		
Actuated Walk Rest	No	Sequence	1		
Phase Reservice	No	Action Plan	20		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description																
Splits (Split Pat 20)	12	36	16	26	12	36	27	15	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Disp.	-	0	0	0
Split Sum	90s	90s	0s	0s

Misc. Data

Veh. Permissive 1	0	Veh. Permissive 2	0	Veh. Permissive 2 Disp.	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern Data

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coordinated Phases		X				X										
Vehicle Recalls		X				X										
Ped Recalls																
Max Recalls																
Phase Omit									X	X	X	X	X	X	X	X
Special Function Output																

Pattern - 21

Split Pattern	21	TS2 (Pat-Off)	6-3	Splits in	Seconds
Cycle	110	Std (COS)	311	Offsets in	Seconds
Offset Value	0s	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	1		
Actuated Walk Rest	No	Sequence	1		
Phase Reservice	No	Action Plan	21		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description																
Splits (Split Pat 21)	14	54	16	26	22	46	25	17	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Disp.	-	0	0	0
Split Sum	110s	110s	0s	0s

Misc. Data

Veh. Permissive 1	0	Veh. Permissive 2	0	Veh. Permissive 2 Disp.	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern Data

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coordinated Phases		X				X										
Vehicle Recalls		X				X										
Ped Recalls																
Max Recalls																
Phase Omit									X	X	X	X	X	X	X	X
Special Function Output																

Pattern - 22

Split Pattern	22	TS2 (Pat-Off)	7-1	Splits in	Seconds
Cycle	100	Std (COS)	212	Offsets in	Seconds
Offset Value	0s	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	1		
Actuated Walk Rest	No	Sequence	1		
Phase Reservice	No	Action Plan	22		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description																
Splits (Split Pat 22)	18	39	19	24	18	39	24	19	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Disp.	-	0	0	0
Split Sum	100s	100s	0s	0s

Misc. Data

Veh. Permissive 1	0	Veh. Permissive 2	0	Veh. Permissive 2 Disp.	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern Data

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coordinated Phases		X				X										
Vehicle Recalls		X				X										
Ped Recalls																
Max Recalls																
Phase Omit									X	X	X	X	X	X	X	X
Special Function Output																

Pattern - 23

Split Pattern	23	TS2 (Pat-Off)	7-2	Splits in	Seconds
Cycle	110	Std (COS)	312	Offsets in	Seconds
Offset Value	0s	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	1		
Actuated Walk Rest	No	Sequence	1		
Phase Reservice	No	Action Plan	23		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description																
Splits (Split Pat 23)	14	45	36	15	18	41	22	29	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Disp.	-	0	0	0
Split Sum	110s	110s	0s	0s

Misc. Data

Veh. Permissive 1	0	Veh. Permissive 2	0	Veh. Permissive 2 Disp.	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern Data

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coordinated Phases		X				X										
Vehicle Recalls		X				X										
Ped Recalls																
Max Recalls																
Phase Omit									X	X	X	X	X	X	X	X
Special Function Output																

Pattern - 30

Split Pattern	30	TS2 (Pat-Off)	9-3	Splits in	Seconds
Cycle	115	Std (COS)	0	Offsets in	Seconds
Offset Value	0s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	1		
Actuated Walk Rest	No	Sequence	16		
Phase Reservice	Yes	Action Plan	30		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description																
Splits (Split Pat 30)	11	62	16	26	18	55	29	13	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Disp.	-	0	0	0
Split Sum	115s	115s	0s	0s

Misc. Data

Veh. Permissive 1	0	Veh. Permissive 2	0	Veh. Permissive 2 Disp.	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern Data

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coordinated Phases		X				X										
Vehicle Recalls																
Ped Recalls																
Max Recalls																
Phase Omit									X	X	X	X	X	X	X	X
Special Function Output																

Pattern - 35

Split Pattern	35	TS2 (Pat-Off)	11-2	Splits in	Seconds
Cycle	130	Std (COS)	0	Offsets in	Seconds
Offset Value	0s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	1		
Actuated Walk Rest	No	Sequence	7		
Phase Reservice	No	Action Plan	35		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description																
Splits (Split Pat 35)	11	72	23	24	25	58	24	23	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Disp.	-	0	0	0
Split Sum	130s	130s	0s	0s

Misc. Data

Veh. Permissive 1	0	Veh. Permissive 2	0	Veh. Permissive 2 Disp.	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern Data

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coordinated Phases		X				X										
Vehicle Recalls																
Ped Recalls																
Max Recalls																
Phase Omit									X	X	X	X	X	X	X	X
Special Function Output																

Pattern - 41

Split Pattern	41	TS2 (Pat-Off)	13-2	Splits in	Seconds
Cycle	115	Std (COS)	511	Offsets in	Seconds
Offset Value	0s	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	1		
Actuated Walk Rest	No	Sequence	16		
Phase Reservice	No	Action Plan	41		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description																
Splits (Split Pat 41)	14	59	16	26	22	51	27	15	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Disp.	-	0	0	0
Split Sum	115s	115s	0s	0s

Misc. Data

Veh. Permissive 1	0	Veh. Permissive 2	0	Veh. Permissive 2 Disp.	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern Data

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coordinated Phases		X				X										
Vehicle Recalls																
Ped Recalls										X						
Max Recalls																
Phase Omit									X		X	X	X	X	X	X
Special Function Output																

Pattern - 43

Split Pattern	43	TS2 (Pat-Off)	14-1	Splits in	Seconds
Cycle	130	Std (COS)	433	Offsets in	Seconds
Offset Value	0s	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	4		
Actuated Walk Rest	No	Sequence	7		
Phase Reservice	No	Action Plan	43		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description																
Splits (Split Pat 43)	14	66	23	27	25	55	27	23	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Disp.	-	0	0	0
Split Sum	130s	130s	0s	0s

Misc. Data

Veh. Permissive 1	0	Veh. Permissive 2	0	Veh. Permissive 2 Disp.	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern Data

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coordinated Phases		X				X										
Vehicle Recalls																
Ped Recalls																
Max Recalls																
Phase Omit									X	X	X	X	X	X	X	X
Special Function Output																

St. Francis Drive South Side - St. Francis Dr. & Zia Road*

Preemptor

Preempt Plan (MM)4-1

Plan 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Overlap	**A**	**B**	**C**	**D**	**E**	**F**	**G**	**H**	**I**	**J**	**K**	**L**	**M**	**N**	**O**	**P**
Track Clear Vehicle				X			X									
Track Clear Overlap																
Enable Trailing	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Dwell Vehicle		X				X										
Dwell Ped																
Dwell Overlap																
Cycling Vehicle																
Cycling Ped																
Cycling Overlap																
Exit Phase		X				X										
Exit Calls	X	X	X	X	X	X	X	X								
Special Funciton																

Enable	Yes	Preempt Override	Yes	Interlock Enable	No
Detector Lock	Yes	Delay	0	Inhibit	0
Override Flash	No	Duration	0	CLR > GRN	No
Term Overlap Asap	No	PC Through Yellow	No	Terminate Phase	No
Ped Dark	No	Track Clear Rsrv	No	Dwell Flash	Off
Linked Pmt	0	Flash Exit Color	Green	Exit Option	Off
Exit Timing Plan	0	Reservice	0	Fault Type	Hard

Ring	1	2	3	4
Free During Preempt	No	No	No	No

Timing	Walk	Ped Clr	Min Grn	Yellow	Red
Entrance	0	0	7	4.0	1.0
	Min Grn	**Ext Grn**	**Max Grn**	**Yellow**	**Red**
Track Clear	32	0	0	4.0	3.4
	Min Dwell	**Pmt Ext**	**Max Time**	**Yellow**	**Red**
Dwell / Cycle-Exit	15	12.0	0	4.3	2.0

Preempt Active Out	On	Preempt Active Dwell	No
Other Priority Preempt	On	Non-Priority Preempt	No
Inhibit Extension Time	0.0	Ped Priority Return	Off
Veh Priority Return	Off	Queue Delay	Off
Conditional Delay	Off		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Veh Pri Return % Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Plan 3

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Overlap	**A**	**B**	**C**	**D**	**E**	**F**	**G**	**H**	**I**	**J**	**K**	**L**	**M**	**N**	**O**	**P**
Track Clear Vehicle																
Track Clear Overlap																
Enable Trailing	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Dwell Vehicle		X			X											
Dwell Ped																
Dwell Overlap																
Cycling Vehicle																
Cycling Ped																
Cycling Overlap																
Exit Phase	X				X											
Exit Calls																
Special Funciton																

Enable	Yes	Preempt Override	Yes	Interlock Enable	No
Detector Lock	Yes	Delay	0	Inhibit	0
Override Flash	No	Duration	0	CLR > GRN	No
Term Overlap Asap	No	PC Through Yellow	No	Terminate Phase	No
Ped Dark	No	Track Clear Rsrv	No	Dwell Flash	Off
Linked Pmt	0	Flash Exit Color	Green	Exit Option	Off
Exit Timing Plan	0	Reservice	0	Fault Type	Hard

Ring	1	2	3	4
Free During Preempt	No	No	No	No

Timing	Walk	Ped Clr	Min Grn	Yellow	Red
Entrance	0	0	7	3.5	0.0
	Min Grn	**Ext Grn**	**Max Grn**	**Yellow**	**Red**
Track Clear	0	0	0	3.5	0.0
	Min Dwell	**Pmt Ext**	**Max Time**	**Yellow**	**Red**
Dwell / Cycle-Exit	15	0.0	90	3.5	0.0

Preempt Active Out	On	Preempt Active Dwell	No
Other Priority Preempt	On	Non-Priority Preempt	No
Inhibit Extension Time	0.0	Ped Priority Return	Off
Veh Priority Return	Off	Queue Delay	Off
Conditional Delay	Off		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Veh Pri Return % Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Plan 4

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Overlap	**A**	**B**	**C**	**D**	**E**	**F**	**G**	**H**	**I**	**J**	**K**	**L**	**M**	**N**	**O**	**P**
Track Clear Vehicle																
Track Clear Overlap																
Enable Trailing	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Dwell Vehicle			X					X								
Dwell Ped																
Dwell Overlap																
Cycling Vehicle																
Cycling Ped																
Cycling Overlap																
Exit Phase			X				X									
Exit Calls	X			X	X											
Special Funciton																

Enable	Yes	Preempt Override	Yes	Interlock Enable	No
Detector Lock	Yes	Delay	0	Inhibit	0
Override Flash	No	Duration	0	CLR > GRN	No
Term Overlap Asap	No	PC Through Yellow	No	Terminate Phase	No
Ped Dark	No	Track Clear Rsrv	No	Dwell Flash	Off
Linked Pmt	0	Flash Exit Color	Green	Exit Option	Off
Exit Timing Plan	0	Reservice	0	Fault Type	Hard

Ring	1	2	3	4
Free During Preempt	No	No	No	No

Timing	Walk	Ped Clr	Min Grn	Yellow	Red
Entrance	0	0	7	3.5	1.0
	Min Grn	**Ext Grn**	**Max Grn**	**Yellow**	**Red**
Track Clear	0	0	0	3.5	1.0
	Min Dwell	**Pmt Ext**	**Max Time**	**Yellow**	**Red**
Dwell / Cycle-Exit	7	0.0	90	3.5	1.0

Preempt Active Out	On	Preempt Active Dwell	No
Other Priority Preempt	On	Non-Priority Preempt	No
Inhibit Extension Time	0.0	Ped Priority Return	Off
Veh Priority Return	Off	Queue Delay	Off
Conditional Delay	Off		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Veh Pri Return % Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Plan 5

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Overlap	**A**	**B**	**C**	**D**	**E**	**F**	**G**	**H**	**I**	**J**	**K**	**L**	**M**	**N**	**O**	**P**
Track Clear Vehicle																
Track Clear Overlap																
Enable Trailing	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Dwell Vehicle	X					X										
Dwell Ped																
Dwell Overlap																
Cycling Vehicle																
Cycling Ped																
Cycling Overlap																
Exit Phase	X				X											
Exit Calls			X	X			X	X								
Special Funciton																

Enable	Yes	Preempt Override	Yes	Interlock Enable	No
Detector Lock	Yes	Delay	0	Inhibit	0
Override Flash	No	Duration	0	CLR > GRN	No
Term Overlap Asap	No	PC Through Yellow	No	Terminate Phase	No
Ped Dark	No	Track Clear Rsrv	No	Dwell Flash	Off
Linked Pmt	0	Flash Exit Color	Green	Exit Option	Off
Exit Timing Plan	0	Reservice	0	Fault Type	Hard

Ring	1	2	3	4
Free During Preempt	No	No	No	No

Timing	Walk	Ped Clr	Min Grn	Yellow	Red
Entrance	0	0	7	3.5	1.0
	Min Grn	**Ext Grn**	**Max Grn**	**Yellow**	**Red**
Track Clear	0	0	0	3.5	1.0
	Min Dwell	**Pmt Ext**	**Max Time**	**Yellow**	**Red**
Dwell / Cycle-Exit	7	0.0	90	3.5	1.0

Preempt Active Out	On	Preempt Active Dwell	No
Other Priority Preempt	On	Non-Priority Preempt	No
Inhibit Extension Time	0.0	Ped Priority Return	Off
Veh Priority Return	Off	Queue Delay	Off
Conditional Delay	Off		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Veh Pri Return % Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Plan 6

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Overlap	**A**	**B**	**C**	**D**	**E**	**F**	**G**	**H**	**I**	**J**	**K**	**L**	**M**	**N**	**O**	**P**
Track Clear Vehicle																
Track Clear Overlap																
Enable Trailing	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Dwell Vehicle				X			X									
Dwell Ped																
Dwell Overlap																
Cycling Vehicle																
Cycling Ped																
Cycling Overlap																
Exit Phase			X				X									
Exit Calls	X				X			X								
Special Funciton																

Enable	Yes	Preempt Override	Yes	Interlock Enable	No
Detector Lock	Yes	Delay	0	Inhibit	0
Override Flash	No	Duration	0	CLR > GRN	No
Term Overlap Asap	No	PC Through Yellow	No	Terminate Phase	No
Ped Dark	No	Track Clear Rsrv	No	Dwell Flash	Off
Linked Pmt	0	Flash Exit Color	Green	Exit Option	Off
Exit Timing Plan	0	Reservice	0	Fault Type	Hard

Ring	1	2	3	4
Free During Preempt	No	No	No	No

Timing	Walk	Ped Clr	Min Grn	Yellow	Red
Entrance	0	0	7	3.5	1.0
	Min Grn	**Ext Grn**	**Max Grn**	**Yellow**	**Red**
Track Clear	0	0	0	3.5	1.0
	Min Dwell	**Pmt Ext**	**Max Time**	**Yellow**	**Red**
Dwell / Cycle-Exit	7	0.0	90	3.5	1.0

Preempt Active Out	On	Preempt Active Dwell	No
Other Priority Preempt	On	Non-Priority Preempt	No
Inhibit Extension Time	0.0	Ped Priority Return	Off
Veh Priority Return	Off	Queue Delay	Off
Conditional Delay	Off		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Veh Pri Return % Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

St. Francis Drive South Side - St. Francis Dr. & Zia Road*

Time Base Clock/Calendar
Clock/Calendar Options (MM)5-1

Enable Action Plan:	0
Sync Reference Time:	12:00 AM
Sync Reference:	Reference Time
Day Light Savings:	USDLS
Time Reset Input Set Time:	0:00:00
Standard Time From GMT:	-7

St. Francis Drive South Side - St. Francis Dr. & Zia Road*

Time Base Action Plan
Action Plan (MM)5-2

Action Plan - 1

Pattern	254 - FREE	Override System	No
Timing Plan	1	Sequence	0
Veh Det Plan	0	Detector Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Diming Enable	No	Veh Priority Return	No
Ped Priority Return	No	Queue Delay	No
Prempt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Special Function																
Auxilliary Function																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15															
LP 16-30															
LP 31-45															
LP 46-60															
LP 61-75															
LP 76-90															
LP 91-100															

Action Plan - 2

Pattern	Auto	Override System	No
Timing Plan	1	Sequence	7
Veh Det Plan	0	Detector Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Diming Enable	No	Veh Priority Return	No
Ped Priority Return	No	Queue Delay	No
Prempt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Special Function																
Auxilliary Function																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15															
LP 16-30															
LP 31-45															
LP 46-60															
LP 61-75															
LP 76-90															
LP 91-100															

Action Plan - 20

Pattern	20	Override System	No
Timing Plan	1	Sequence	1
Veh Det Plan	0	Detector Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Diming Enable	No	Veh Priority Return	No
Ped Priority Return	No	Queue Delay	No
Prempt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Special Function																
Auxilliary Function																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15															
LP 16-30															
LP 31-45															
LP 46-60															
LP 61-75															
LP 76-90															
LP 91-100															

Action Plan - 21

Pattern	21	Override System	No
Timing Plan	3	Sequence	1
Veh Det Plan	0	Detector Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Diming Enable	No	Veh Priority Return	No
Ped Priority Return	No	Queue Delay	No
Prempt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Special Function																
Auxilliary Function																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15															
LP 16-30															
LP 31-45															
LP 46-60															
LP 61-75															
LP 76-90															
LP 91-100															

Action Plan - 22

Pattern	22	Override System	No
Timing Plan	3	Sequence	1
Veh Det Plan	0	Detector Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Diming Enable	No	Veh Priority Return	No
Ped Priority Return	No	Queue Delay	No
Prempt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Special Function																
Auxilliary Function																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15															
LP 16-30															
LP 31-45															
LP 46-60															
LP 61-75															
LP 76-90															
LP 91-100															

Action Plan - 23

Pattern	23	Override System	No
Timing Plan	3	Sequence	1
Veh Det Plan	0	Detector Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Diming Enable	No	Veh Priority Return	No
Ped Priority Return	No	Queue Delay	No
Prempt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Special Function																
Auxilliary Function																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15															
LP 16-30															
LP 31-45															
LP 46-60															
LP 61-75															
LP 76-90															
LP 91-100															

Action Plan - 30

Pattern	30	Override System	No
Timing Plan	1	Sequence	16
Veh Det Plan	0	Detector Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Diming Enable	No	Veh Priority Return	No
Ped Priority Return	No	Queue Delay	No
Prempt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Special Function																
Auxilliary Function																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15															
LP 16-30															
LP 31-45															
LP 46-60															
LP 61-75															
LP 76-90															
LP 91-100															

Action Plan - 35

Pattern	35	Override System	No
Timing Plan	1	Sequence	7
Veh Det Plan	0	Detector Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Diming Enable	No	Veh Priority Return	No
Ped Priority Return	No	Queue Delay	No
Prempt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Special Function																
Auxilliary Function																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15															
LP 16-30															
LP 31-45															
LP 46-60															
LP 61-75															
LP 76-90															
LP 91-100															

Action Plan - 41

Pattern	41	Override System	No
Timing Plan	2	Sequence	16
Veh Det Plan	0	Detector Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Diming Enable	No	Veh Priority Return	No
Ped Priority Return	No	Queue Delay	No
Prempt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Special Function																
Auxilliary Function																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15															
LP 16-30															
LP 31-45															
LP 46-60															
LP 61-75															
LP 76-90															
LP 91-100															

Action Plan - 43

Pattern	43	Override System	No
Timing Plan	4	Sequence	7
Veh Det Plan	0	Detector Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Diming Enable	No	Veh Priority Return	No
Ped Priority Return	No	Queue Delay	No
Prempt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Special Function																
Auxilliary Function																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15															
LP 16-30															
LP 31-45															
LP 46-60															
LP 61-75															
LP 76-90															
LP 91-100															

St. Francis Drive South Side - St. Francis Dr. & Zia Road*

Time Base Day Plan/Schedule
Day Plan (MM)5-3

Plan	Event	Action Plan	Start Time
1	1	20	6:30 AM
1	2	41	7:15 AM
1	3	20	9:00 AM
1	4	22	11:00 AM
1	5	23	3:00 PM
1	6	0	7:30 PM
1	9	0	1:00 AM
3	1	22	9:00 AM
3	2	0	7:30 PM
4	1	20	6:30 AM
4	2	41	7:15 AM
4	3	20	9:00 AM
4	4	22	11:00 AM
4	5	43	3:00 PM
4	6	20	6:30 PM
4	7	1	10:00 PM
5	1	20	7:30 AM
5	2	23	9:00 AM
5	3	20	5:00 PM
5	4	1	10:00 PM

Schedule (MM)5-4

Schedule Number - 4

Day Plan Number: 4

Month	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
	X	X	X	X	X	X	X	X	X	X	X	X

Day of Week	Sun	Mon	Tue	Wed	Thur	Fri	Sat
		X	X	X	X	X	

Day of Month	1	2	3	4	5	6	7	8	9	10	11
	X	X	X	X	X	X	X	X	X	X	X
	12	13	14	15	16	17	18	19	20	21	22
	X	X	X	X	X	X	X	X	X	X	X
	23	24	25	26	27	28	29	30	31		
	X	X	X	X	X	X	X	X	X		

Schedule Number - 5

Day Plan Number: 5

Month	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
	X	X	X	X	X	X	X	X	X	X	X	X

Day of Week	Sun	Mon	Tue	Wed	Thur	Fri	Sat
	X						X

Day of Month	1	2	3	4	5	6	7	8	9	10	11
	X	X	X	X	X	X	X	X	X	X	X
	12	13	14	15	16	17	18	19	20	21	22
	X	X	X	X	X	X	X	X	X	X	X
	23	24	25	26	27	28	29	30	31		
	X	X	X	X	X	X	X	X	X		

St. Francis Drive South Side - St. Francis Dr. & Zia Road*

Time Base Exceptions
Exception Day Program (MM)5-5

Day	Fixed/Float	Month	Day of Week/Month	Week of Month/Year	Day Plan
1	FLOAT	0	0	0	0
2	FLOAT	0	0	0	0
3	FLOAT	0	0	0	0
4	FLOAT	0	0	0	0
5	FLOAT	0	0	0	0
6	FLOAT	0	0	0	0
7	FLOAT	0	0	0	0
8	FLOAT	0	0	0	0
9	FLOAT	0	0	0	0
10	FLOAT	0	0	0	0
11	FLOAT	0	0	0	0
12	FLOAT	0	0	0	0
13	FLOAT	0	0	0	0
14	FLOAT	0	0	0	0
15	FLOAT	0	0	0	0
16	FLOAT	0	0	0	0
17	FLOAT	0	0	0	0
18	FLOAT	0	0	0	0
19	FLOAT	0	0	0	0
20	FLOAT	0	0	0	0
21	FLOAT	0	0	0	0
22	FLOAT	0	0	0	0
23	FLOAT	0	0	0	0
24	FLOAT	0	0	0	0
25	FLOAT	0	0	0	0
26	FLOAT	0	0	0	0
27	FLOAT	0	0	0	0
28	FLOAT	0	0	0	0
29	FLOAT	0	0	0	0
30	FLOAT	0	0	0	0
31	FLOAT	0	0	0	0
32	FLOAT	0	0	0	0
33	FLOAT	0	0	0	0
34	FLOAT	0	0	0	0
35	FLOAT	0	0	0	0
36	FLOAT	0	0	0	0

St. Francis Drive South Side - St. Francis Dr. & Zia Road*

Detectors

Detectors Page 1

Vehicle Detectors Setup (MM)6-1

Vehicle Plan	Detector Number	Called	Type

Vehicle Detector Setup (MM)6-2 continued

Detector Number	Type	TS2 Detector	Detector Description
1	N-NTCIP	No	
2	N-NTCIP	No	
3	N-NTCIP	No	
4	N-NTCIP	No	
5	N-NTCIP	No	
6	N-NTCIP	No	
7	N-NTCIP	No	
8	N-NTCIP	No	
9	N-NTCIP	Yes	
10	N-NTCIP	Yes	
11	N-NTCIP	Yes	
12	N-NTCIP	Yes	
13	N-NTCIP	Yes	
14	N-NTCIP	Yes	
15	N-NTCIP	Yes	
16	N-NTCIP	Yes	
17	N-NTCIP	Yes	
18	N-NTCIP	Yes	
19	N-NTCIP	Yes	
20	N-NTCIP	Yes	
21	N-NTCIP	Yes	
22	N-NTCIP	Yes	
23	N-NTCIP	Yes	
24	N-NTCIP	Yes	
25	N-NTCIP	Yes	
26	N-NTCIP	Yes	
27	N-NTCIP	Yes	
28	N-NTCIP	Yes	
29	N-NTCIP	Yes	
30	N-NTCIP	Yes	
31	N-NTCIP	Yes	
32	N-NTCIP	Yes	
33	N-NTCIP	Yes	
34	N-NTCIP	Yes	
35	N-NTCIP	Yes	
36	N-NTCIP	Yes	
37	N-NTCIP	Yes	
38	N-NTCIP	Yes	
39	N-NTCIP	Yes	
40	N-NTCIP	Yes	
41	N-NTCIP	Yes	
42	N-NTCIP	Yes	
43	N-NTCIP	Yes	
44	N-NTCIP	Yes	
45	N-NTCIP	Yes	
46	N-NTCIP	Yes	
47	N-NTCIP	Yes	
48	N-NTCIP	Yes	
49	N-NTCIP	Yes	
50	N-NTCIP	Yes	
51	N-NTCIP	Yes	
52	N-NTCIP	Yes	
53	N-NTCIP	Yes	
54	N-NTCIP	Yes	

55	N-NTCIP	Yes	
56	N-NTCIP	Yes	
57	N-NTCIP	Yes	
58	N-NTCIP	Yes	
59	N-NTCIP	Yes	
60	N-NTCIP	Yes	
61	N-NTCIP	Yes	
62	N-NTCIP	Yes	
63	N-NTCIP	Yes	
64	N-NTCIP	Yes	

Vehicle Detector Setup (MM)6-2 continued

Det Num	Veh Det Plan	Phase	ECPI Log	Call Option	Delay Time	Ext Option	Extend Time / Passage Time	Queue Lim / Discon. Time	Use Added Initial	Cross Switch Phase	Lock In	NTCIP Vol.	NTCIP Occ.	Pmt Queue Delay
1	1	1	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
1	2	1	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
1	3	1	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
1	4	1	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
2	1	2	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
2	2	2	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
2	3	2	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
2	4	2	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
3	1	3	Yes	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
3	2	3	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
3	3	3	Yes	Yes	0.0	Passage	0.0	0	No	0	None	Yes	Yes	No
3	4	3	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
4	1	4	Yes	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
4	2	4	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
4	3	4	Yes	Yes	0.0	Passage	0.0	0	No	0	None	Yes	Yes	No
4	4	4	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
5	1	5	Yes	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
5	2	5	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
5	3	5	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
5	4	5	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
6	1	6	Yes	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
6	2	6	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
6	3	6	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
6	4	6	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
7	1	7	Yes	Yes	0.0	Passage	2.0	0	No	0	None	No	No	No
7	2	7	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
7	3	7	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
7	4	7	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
8	1	8	Yes	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
8	2	8	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
8	3	8	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
8	4	8	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
9	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
9	2	9	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
9	3	9	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
9	4	9	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
10	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
10	2	10	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
10	3	10	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
10	4	10	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
11	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
11	2	11	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
11	3	11	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
11	4	11	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
12	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
12	2	12	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
12	3	12	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
12	4	12	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
13	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
13	2	13	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
13	3	13	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
13	4	13	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
14	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No

14	2	14	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
14	3	14	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
14	4	14	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
15	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
15	2	15	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
15	3	15	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
15	4	15	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
16	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
16	2	16	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
16	3	16	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
16	4	16	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
21	1	2	No	No	0.0	None	0.0	0	No	0	None	No	No	No

Ped Detector Options (MM)6-3

Phase Ped Detector (NTCIP)

Local Ped Detector	Number
1	1
2	2
3	3
4	4
5	5
6	6
7	7
8	8
9	9
10	10
11	11
12	12
13	13
14	14
15	15
16	16

St. Francis Drive South Side - St. Francis Dr. & Zia Road*

Detectors

Detectors Page 2

Log - Speed Detector Setup (MM)6-4

NTCIP Log Period: 15 ECPI Log Period: 15 Length Unit: Inch

Speed Detector	Local Detector	One/Two Detector	Vehicle Length	Trap Length	Enable Log
1	0	1	0	0	No
2	0	1	0	0	No
3	0	1	0	0	No
4	0	1	0	0	No
5	0	1	0	0	No
6	0	1	0	0	No
7	0	1	0	0	No
8	0	1	0	0	No
9	0	1	0	0	No
10	0	1	0	0	No
11	0	1	0	0	No
12	0	1	0	0	No
13	0	1	0	0	No
14	0	1	0	0	No
15	0	1	0	0	No
16	0	1	0	0	No

Vehicle Detector Diagnostics (MM)6-5

Plan	Detector	Counts	Act	Pres	Multiplier	Failed Time	Failed Call Delay
1	1	0	0	0	1	255	0
1	2	0	0	0	1	255	0
1	3	0	0	0	1	255	0
1	4	0	0	0	1	255	0
1	5	0	0	0	1	255	0
1	6	0	0	0	1	255	0
1	7	0	0	0	1	255	0
1	8	0	0	0	1	255	0

Pedestrian Detector Diagnotics (MM)6-6

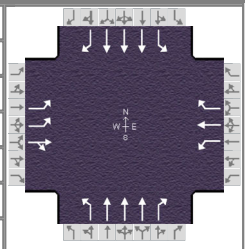
Plan	Detector	Counts	Act	Pres	Multiplier

APPENDIX B

2020 EXISTING INTERSECTION CAPACITY ANALYSIS

HCS7 Signalized Intersection Results Summary

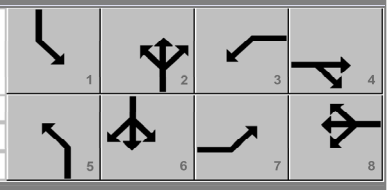
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	Existing AM	Analysis Period	1> 7:00
Intersection	St Francis & Sawmill	File Name	EXAM.xus		
Project Description	Existing AM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	128	0	52	8	12	36	180	792	0	8	344	92

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	91	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0						
Yellow	0.0	0.0	0.0	0.0	0.0	0.0						
Red	0.0	0.0	0.0	0.0	0.0	0.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0		0	0	0	0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Queue Clearance Time (g_c), s	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Volume-to-Capacity Ratio (*X*)	0.000	0.000		0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0		0	0	0	0	0	0	0	0	0
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incremental Delay (d_2), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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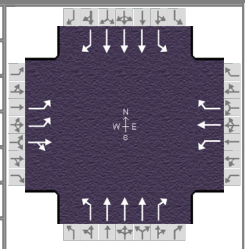
HCS7 Signalized Intersection Results Summary

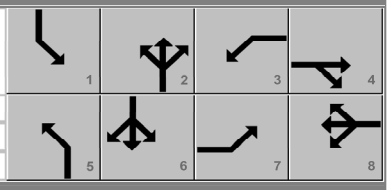
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	Existing AM	Analysis Period	2> 7:15
Intersection	St Francis & Sawmill	File Name	EXAM.xus		
Project Description	Existing AM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	168	8	60	20	16	44	188	1120	8	24	480	96

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	91	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0							
Yellow	0.0	0.0	0.0	0.0	0.0	0.0							
Red	0.0	0.0	0.0	0.0	0.0	0.0							



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0		0	0	0	0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Queue Clearance Time (g_c), s	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Volume-to-Capacity Ratio (*X*)	0.000	0.000		0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0		0	0	0	0	0	0	0	0	0
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incremental Delay (d_2), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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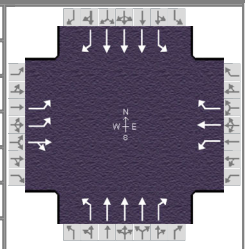
HCS7 Signalized Intersection Results Summary

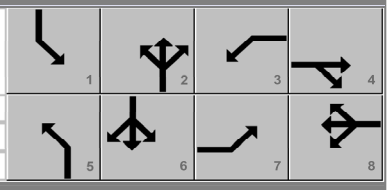
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	Existing AM	Analysis Period	3> 7:30
Intersection	St Francis & Sawmill	File Name	EXAM.xus		
Project Description	Existing AM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	304	4	72	12	12	100	312	1760	8	20	756	176

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	91	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0							
Yellow	0.0	0.0	0.0	0.0	0.0	0.0							
Red	0.0	0.0	0.0	0.0	0.0	0.0							



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0		0	0	0	0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Queue Clearance Time (g_c), s	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Volume-to-Capacity Ratio (*X*)	0.000	0.000		0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0		0	0	0	0	0	0	0	0	0
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incremental Delay (d_2), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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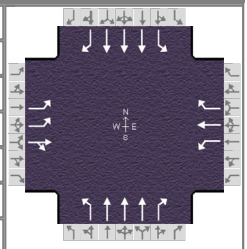
HCS7 Signalized Intersection Results Summary

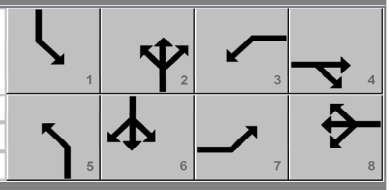
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	Existing AM	Analysis Period	4> 7:45
Intersection	St Francis & Sawmill	File Name	EXAM.xus		
Project Description	Existing AM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	348	16	60	20	20	92	372	1948	0	28	736	292

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	91	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0							
Yellow	0.0	0.0	0.0	0.0	0.0	0.0							
Red	0.0	0.0	0.0	0.0	0.0	0.0							



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0		0	0	0	0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Queue Clearance Time (g_c), s	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Volume-to-Capacity Ratio (*X*)	0.000	0.000		0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0		0	0	0	0	0	0	0	0	0
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incremental Delay (d_2), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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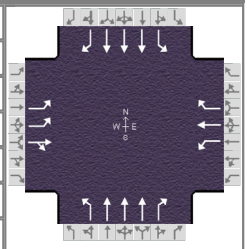
HCS7 Signalized Intersection Results Summary

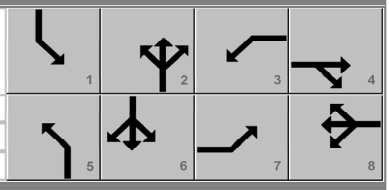
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	Existing AM	Analysis Period	4> 7:45
Intersection	St Francis & Sawmill	File Name	EXAM.xus		
Project Description	Existing AM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	348	16	60	20	20	92	372	1948	0	28	736	292

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	91	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0						
Yellow	0.0	0.0	0.0	0.0	0.0	0.0						
Red	0.0	0.0	0.0	0.0	0.0	0.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0		0	0	0	0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Queue Clearance Time (g_c), s	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Volume-to-Capacity Ratio (*X*)	0.000	0.000		0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0		0	0	0	0	0	0	0	0	0
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incremental Delay (d_2), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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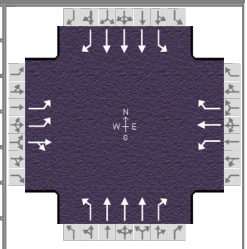
HCS7 Signalized Intersection Results Summary

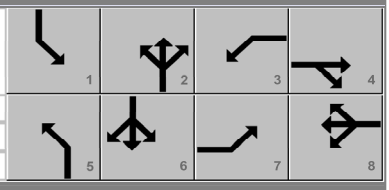
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	Existing AM	Analysis Period	4> 7:45
Intersection	St Francis & Sawmill	File Name	EXAM.xus		
Project Description	Existing AM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	348	16	60	20	20	92	372	1948	0	28	736	292

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	91	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0							
Yellow	0.0	0.0	0.0	0.0	0.0	0.0							
Red	0.0	0.0	0.0	0.0	0.0	0.0							



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0		0	0	0	0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Queue Clearance Time (g_c), s	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Volume-to-Capacity Ratio (*X*)	0.000	0.000		0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0		0	0	0	0	0	0	0	0	0
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incremental Delay (d_2), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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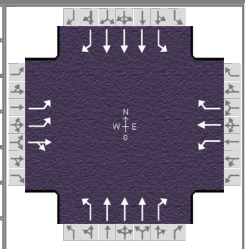
HCS7 Signalized Intersection Results Summary

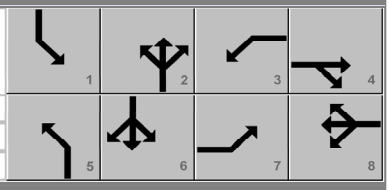
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	Existing AM	Analysis Period	4> 7:45
Intersection	St Francis & Sawmill	File Name	EXAM.xus		
Project Description	Existing AM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	348	16	60	20	20	92	372	1948	0	28	736	292

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	91	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0						
Yellow	0.0	0.0	0.0	0.0	0.0	0.0						
Red	0.0	0.0	0.0	0.0	0.0	0.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0		0	0	0	0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Queue Clearance Time (g_c), s	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Volume-to-Capacity Ratio (*X*)	0.000	0.000		0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0		0	0	0	0	0	0	0	0	0
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incremental Delay (d_2), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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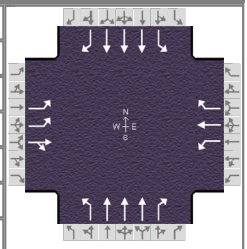
HCS7 Signalized Intersection Results Summary

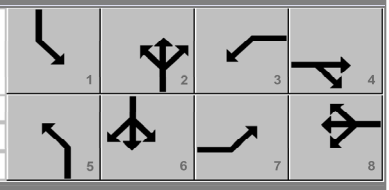
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	Existing AM	Analysis Period	4> 7:45
Intersection	St Francis & Sawmill	File Name	EXAM.xus		
Project Description	Existing AM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	348	16	60	20	20	92	372	1948	0	28	736	292

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	91	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0							
Yellow	0.0	0.0	0.0	0.0	0.0	0.0							
Red	0.0	0.0	0.0	0.0	0.0	0.0							



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0		0	0	0	0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Queue Clearance Time (g_c), s	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Volume-to-Capacity Ratio (*X*)	0.000	0.000		0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0		0	0	0	0	0	0	0	0	0
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incremental Delay (d_2), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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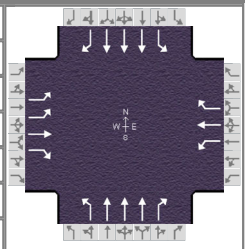
HCS7 Signalized Intersection Results Summary

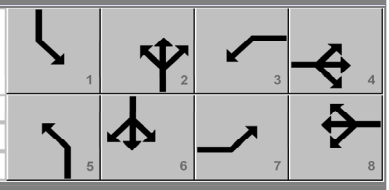
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	Existing AM	Analysis Period	1> 7:00
Intersection	St Francis & Siringo	File Name	EXAM.xus		
Project Description	Existing AM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	128	24	112	48	48	48	152	1052	56	44	548	12

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	8	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0						
Yellow	0.0	0.0	0.0	0.0	0.0	0.0						
Red	0.0	0.0	0.0	0.0	0.0	0.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Cycle Queue Clearance Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0	0	0	0	0	0	0	0	0	0	
Volume-to-Capacity Ratio (*X*)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0	0	0	0	0	0	0	0	0	0	
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Uniform Delay (d_1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Incremental Delay (d_2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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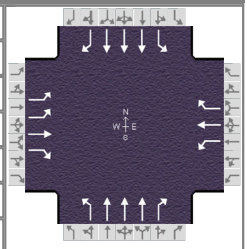
HCS7 Signalized Intersection Results Summary

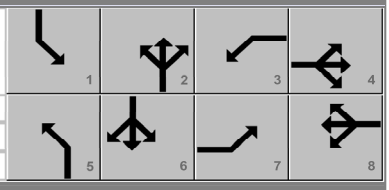
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	Existing AM	Analysis Period	2> 7:15
Intersection	St Francis & Siringo	File Name	EXAM.xus		
Project Description	Existing AM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	196	44	116	32	32	124	248	1344	112	76	668	72

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	8	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0							
Yellow	0.0	0.0	0.0	0.0	0.0	0.0							
Red	0.0	0.0	0.0	0.0	0.0	0.0							



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Cycle Queue Clearance Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0	0	0	0	0	0	0	0	0	0	
Volume-to-Capacity Ratio (*X*)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0	0	0	0	0	0	0	0	0	0	
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Uniform Delay (d_1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Incremental Delay (d_2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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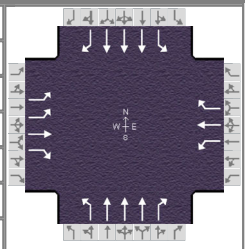
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	Existing AM	Analysis Period	3> 7:30
Intersection	St Francis & Siringo	File Name	EXAM.xus		
Project Description	Existing AM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	332	84	148	112	68	124	280	2308	108	88	1132	72

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	8	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0	1	2	3	4		
Yellow	0.0	0.0	0.0	0.0	0.0	0.0	5	6	7	8		
Red	0.0	0.0	0.0	0.0	0.0	0.0						

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Cycle Queue Clearance Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0	0	0	0	0	0	0	0	0	0	
Volume-to-Capacity Ratio (*X*)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0	0	0	0	0	0	0	0	0	0	
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Uniform Delay (d_1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Incremental Delay (d_2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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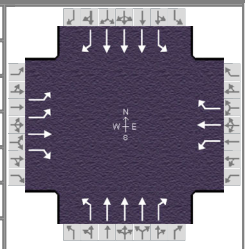
HCS7 Signalized Intersection Results Summary

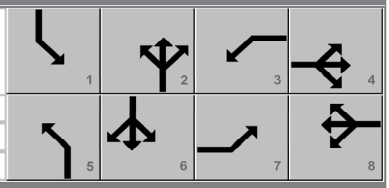
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	Existing AM	Analysis Period	4> 7:45
Intersection	St Francis & Siringo	File Name	EXAM.xus		
Project Description	Existing AM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	376	128	128	108	84	152	392	2396	216	132	1192	116

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	8	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0						
Yellow	0.0	0.0	0.0	0.0	0.0	0.0						
Red	0.0	0.0	0.0	0.0	0.0	0.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Cycle Queue Clearance Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0	0	0	0	0	0	0	0	0	0	
Volume-to-Capacity Ratio (*X*)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0	0	0	0	0	0	0	0	0	0	
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Uniform Delay (d_1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Incremental Delay (d_2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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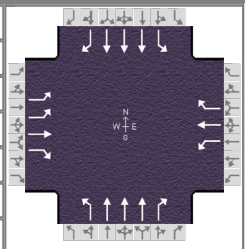
HCS7 Signalized Intersection Results Summary

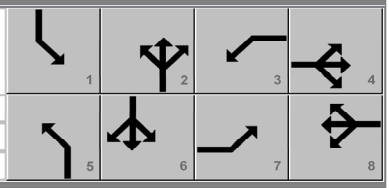
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	Existing AM	Analysis Period	5> 8:00
Intersection	St Francis & Siringo	File Name	EXAM.xus		
Project Description	Existing AM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	316	112	116	120	76	100	296	1992	316	160	948	136

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	8	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0						
Yellow	0.0	0.0	0.0	0.0	0.0	0.0						
Red	0.0	0.0	0.0	0.0	0.0	0.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Cycle Queue Clearance Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0	0	0	0	0	0	0	0	0	0	
Volume-to-Capacity Ratio (*X*)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0	0	0	0	0	0	0	0	0	0	
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Uniform Delay (d_1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Incremental Delay (d_2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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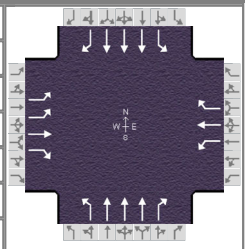
HCS7 Signalized Intersection Results Summary

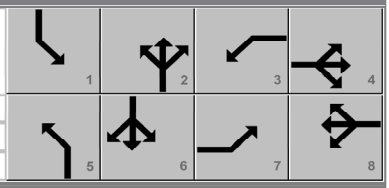
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	Existing AM	Analysis Period	6> 8:15
Intersection	St Francis & Siringo	File Name	EXAM.xus		
Project Description	Existing AM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	228	112	152	88	84	96	288	1708	356	156	868	100

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	8	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0							
Yellow	0.0	0.0	0.0	0.0	0.0	0.0							
Red	0.0	0.0	0.0	0.0	0.0	0.0							



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Cycle Queue Clearance Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0	0	0	0	0	0	0	0	0	0	
Volume-to-Capacity Ratio (*X*)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0	0	0	0	0	0	0	0	0	0	
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Uniform Delay (d_1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Incremental Delay (d_2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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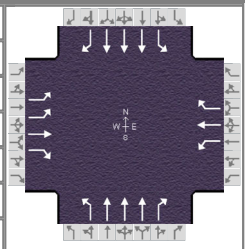
HCS7 Signalized Intersection Results Summary

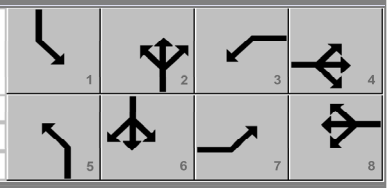
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	Existing AM	Analysis Period	7> 8:30
Intersection	St Francis & Siringo	File Name	EXAM.xus		
Project Description	Existing AM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	264	68	120	72	100	72	316	1668	184	56	888	92

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	8	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0							
Yellow	0.0	0.0	0.0	0.0	0.0	0.0							
Red	0.0	0.0	0.0	0.0	0.0	0.0							



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Cycle Queue Clearance Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0	0	0	0	0	0	0	0	0	0	
Volume-to-Capacity Ratio (*X*)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0	0	0	0	0	0	0	0	0	0	
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Uniform Delay (d_1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Incremental Delay (d_2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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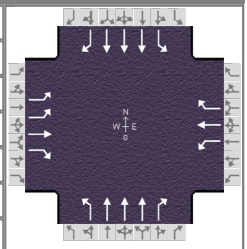
HCS7 Signalized Intersection Results Summary

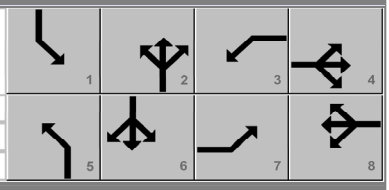
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	Existing AM	Analysis Period	8> 8:45
Intersection	St Francis & Siringo	File Name	EXAM.xus		
Project Description	Existing AM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	216	52	156	68	68	96	236	1728	72	68	868	40

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	8	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0						
Yellow	0.0	0.0	0.0	0.0	0.0	0.0						
Red	0.0	0.0	0.0	0.0	0.0	0.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Cycle Queue Clearance Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0	0	0	0	0	0	0	0	0	0	
Volume-to-Capacity Ratio (*X*)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0	0	0	0	0	0	0	0	0	0	
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Uniform Delay (d_1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Incremental Delay (d_2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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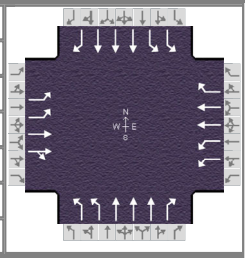
HCS7 Signalized Intersection Results Summary

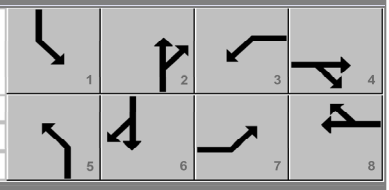
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	Existing AM	Analysis Period	1> 7:00
Intersection	St Francis & Zia	File Name	EXAM.xus		
Project Description	Existing AM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	276	48	16	52	8	20	36	916	32	44	472	56

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0	
Yellow	0.0	0.0	0.0	0.0	0.0	0.0	
Red	0.0	0.0	0.0	0.0	0.0	0.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Queue Clearance Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Volume-to-Capacity Ratio (*X*)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0	0	0	0	0	0	0	0	0	0	0
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incremental Delay (d_2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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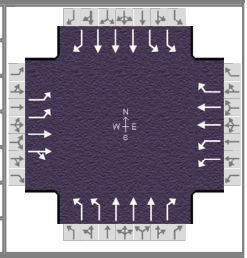
HCS7 Signalized Intersection Results Summary

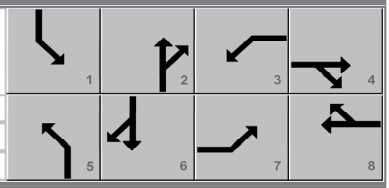
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	Existing AM	Analysis Period	2> 7:15
Intersection	St Francis & Zia	File Name	EXAM.xus		
Project Description	Existing AM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	304	116	40	44	36	28	52	1192	84	40	668	68

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0							
Yellow	0.0	0.0	0.0	0.0	0.0	0.0							
Red	0.0	0.0	0.0	0.0	0.0	0.0							



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Queue Clearance Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Volume-to-Capacity Ratio (*X*)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0	0	0	0	0	0	0	0	0	0	0
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incremental Delay (d_2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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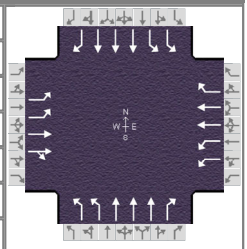
HCS7 Signalized Intersection Results Summary

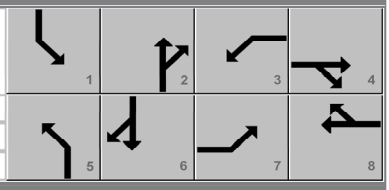
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	Existing AM	Analysis Period	3> 7:30
Intersection	St Francis & Zia	File Name	EXAM.xus		
Project Description	Existing AM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	524	188	16	56	40	76	80	1932	88	120	960	144

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0	
Yellow	0.0	0.0	0.0	0.0	0.0	0.0	
Red	0.0	0.0	0.0	0.0	0.0	0.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Queue Clearance Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Volume-to-Capacity Ratio (*X*)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0	0	0	0	0	0	0	0	0	0	0
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incremental Delay (d_2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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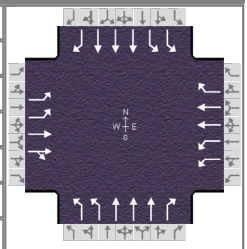
HCS7 Signalized Intersection Results Summary

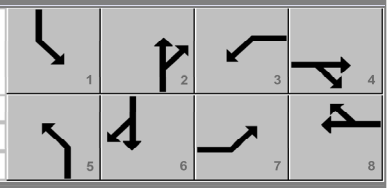
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	Existing AM	Analysis Period	4> 7:45
Intersection	St Francis & Zia	File Name	EXAM.xus		
Project Description	Existing AM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	536	228	44	76	72	44	72	2104	164	148	1032	184

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0	
Yellow	0.0	0.0	0.0	0.0	0.0	0.0	
Red	0.0	0.0	0.0	0.0	0.0	0.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Queue Clearance Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Volume-to-Capacity Ratio (*X*)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0	0	0	0	0	0	0	0	0	0	0
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incremental Delay (d_2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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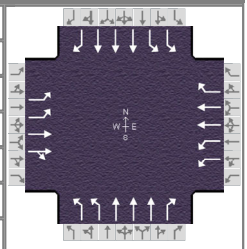
HCS7 Signalized Intersection Results Summary

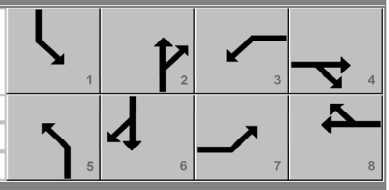
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	Existing AM	Analysis Period	5> 8:00
Intersection	St Francis & Zia	File Name	EXAM.xus		
Project Description	Existing AM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	464	200	40	80	56	32	120	1832	76	140	904	136

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0	
Yellow	0.0	0.0	0.0	0.0	0.0	0.0	
Red	0.0	0.0	0.0	0.0	0.0	0.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Queue Clearance Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Volume-to-Capacity Ratio (*X*)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0	0	0	0	0	0	0	0	0	0	0
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incremental Delay (d_2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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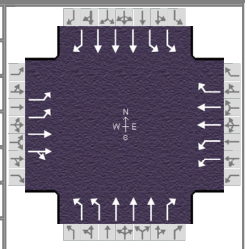
HCS7 Signalized Intersection Results Summary

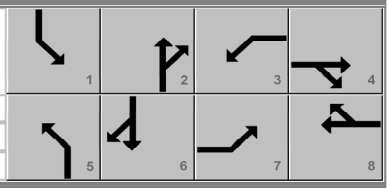
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	Existing AM	Analysis Period	6> 8:15
Intersection	St Francis & Zia	File Name	EXAM.xus		
Project Description	Existing AM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	512	108	16	68	60	24	148	1584	104	100	800	164

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0							
Yellow	0.0	0.0	0.0	0.0	0.0	0.0							
Red	0.0	0.0	0.0	0.0	0.0	0.0							



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Queue Clearance Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Volume-to-Capacity Ratio (*X*)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0	0	0	0	0	0	0	0	0	0	0
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incremental Delay (d_2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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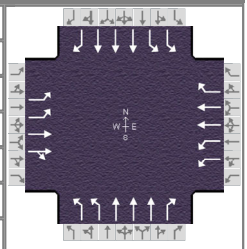
HCS7 Signalized Intersection Results Summary

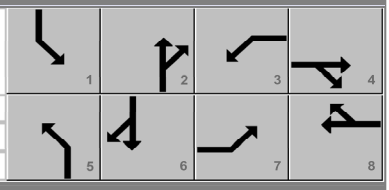
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	Existing AM	Analysis Period	7> 8:30
Intersection	St Francis & Zia	File Name	EXAM.xus		
Project Description	Existing AM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	420	128	36	60	52	28	148	1456	84	56	788	140

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0						
Yellow	0.0	0.0	0.0	0.0	0.0	0.0						
Red	0.0	0.0	0.0	0.0	0.0	0.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Queue Clearance Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Volume-to-Capacity Ratio (*X*)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0	0	0	0	0	0	0	0	0	0	0
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incremental Delay (d_2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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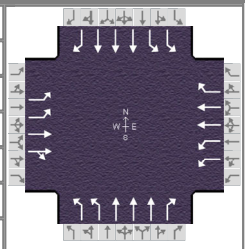
HCS7 Signalized Intersection Results Summary

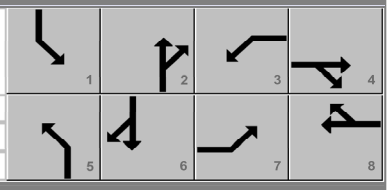
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	Existing AM	Analysis Period	8> 8:45
Intersection	St Francis & Zia	File Name	EXAM.xus		
Project Description	Existing AM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	344	180	28	44	40	48	44	1476	64	116	680	128

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0							
Yellow	0.0	0.0	0.0	0.0	0.0	0.0							
Red	0.0	0.0	0.0	0.0	0.0	0.0							



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Queue Clearance Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Volume-to-Capacity Ratio (*X*)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0	0	0	0	0	0	0	0	0	0	0
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incremental Delay (d_2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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HCS7 Two-Way Stop-Control Report

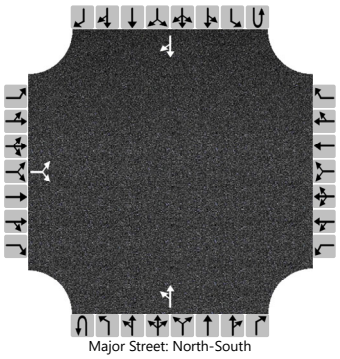
General Information

Analyst	MB
Agency/Co.	BHI
Date Performed	8/6/2020
Analysis Year	2020
Time Analyzed	Existing AM
Intersection Orientation	North-South
Project Description	Zia Station

Site Information

Intersection	Galisteo and Calle Lumino
Jurisdiction	City of Santa Fe
East/West Street	Calle Luminoso
North/South Street	Galisteo
Peak Hour Factor	0.82
Analysis Time Period (hrs)	1.00

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume (veh/h)		9		1						0	82				38	1
Percent Heavy Vehicles (%)		0		0						0						
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.40		6.20						4.10						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.50		3.30						2.20						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			12							0						
Capacity, c (veh/h)			865							1573						
v/c Ratio			0.01							0.00						
95% Queue Length, Q_{95} (veh)			0.0							0.0						
Control Delay (s/veh)			9.2							7.3						
Level of Service (LOS)			A							A						
Approach Delay (s/veh)		9.2								0.0						
Approach LOS		A														

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HCS7 Two-Way Stop-Control Report

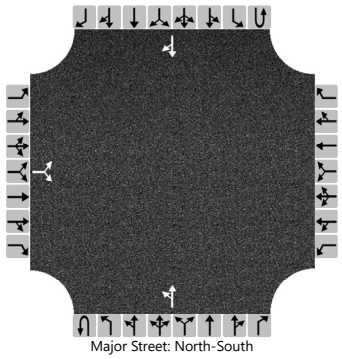
General Information

Analyst	MB
Agency/Co.	BHI
Date Performed	8/6/2020
Analysis Year	2020
Time Analyzed	Existing AM
Intersection Orientation	North-South
Project Description	Zia Station

Site Information

Intersection	Galisteo and Cam Pabilo
Jurisdiction	City of Santa Fe
East/West Street	Camino de Pabilo
North/South Street	Galisteo
Peak Hour Factor	0.76
Analysis Time Period (hrs)	1.00

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume (veh/h)		7		4						1	75				36	2
Percent Heavy Vehicles (%)		0		0						0						
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.40		6.20						4.10						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.50		3.30						2.20						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			14							1						
Capacity, c (veh/h)			903							1570						
v/c Ratio			0.02							0.00						
95% Queue Length, Q_{95} (veh)			0.0							0.0						
Control Delay (s/veh)			9.0							7.3						
Level of Service (LOS)			A							A						
Approach Delay (s/veh)		9.0								0.1						
Approach LOS		A														

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HCS7 Two-Way Stop-Control Report

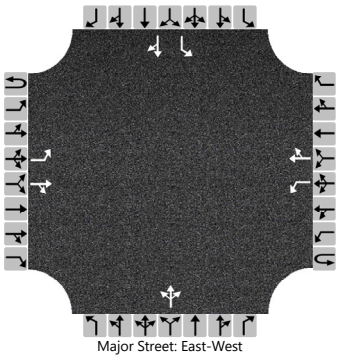
General Information

Analyst	MB
Agency/Co.	BHI
Date Performed	8/6/2020
Analysis Year	2020
Time Analyzed	Existing AM
Intersection Orientation	East-West
Project Description	Zia Station

Site Information

Intersection	Rodeo and Galisteo
Jurisdiction	City of Santa Fe
East/West Street	Rodeo
North/South Street	Galisteo
Peak Hour Factor	0.94
Analysis Time Period (hrs)	1.00

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	1	1	0		0	1	0		1	1	0
Configuration		L		TR		L		TR			LTR			L		TR
Volume (veh/h)		27	778	5		18	461	17		3	5	41		13	3	32
Percent Heavy Vehicles (%)		2				2				2	2	2		2	2	2
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized																
Median Type | Storage		Left + Thru								1						

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.12				4.12				7.12	6.52	6.22		7.12	6.52	6.22
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.22				2.22				3.52	4.02	3.32		3.52	4.02	3.32

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		29				19					52			14		37
Capacity, c (veh/h)		1056				800					337			192		571
v/c Ratio		0.03				0.02					0.15			0.07		0.07
95% Queue Length, Q_{95} (veh)		0.1				0.1					0.5			0.2		0.2
Control Delay (s/veh)		8.5				9.6					17.6			25.2		11.7
Level of Service (LOS)		A				A					C			D		B
Approach Delay (s/veh)		0.3				0.3				17.6				15.4		
Approach LOS										C				C		

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HCS7 Two-Way Stop-Control Report

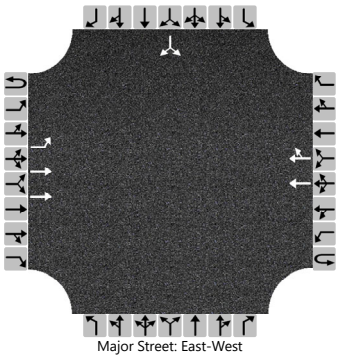
General Information

Analyst	MB
Agency/Co.	BHI
Date Performed	8/6/2020
Analysis Year	2020
Time Analyzed	Existing AM
Intersection Orientation	East-West
Project Description	Zia Station

Site Information

Intersection	Zia and Candelero
Jurisdiction	City of Santa Fe
East/West Street	Zia
North/South Street	Candelero
Peak Hour Factor	0.94
Analysis Time Period (hrs)	1.00

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	0	2	0		0	0	0		0	1	0
Configuration		L	T				T	TR							LR	
Volume (veh/h)	0	2	676				412	10						23		6
Percent Heavy Vehicles (%)	3	3												3		3
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.5		6.9
Critical Headway (sec)		4.16												6.86		6.96
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.23												3.53		3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		2													31	
Capacity, c (veh/h)		1101													360	
v/c Ratio		0.00													0.09	
95% Queue Length, Q_{95} (veh)		0.0													0.3	
Control Delay (s/veh)		8.3													15.9	
Level of Service (LOS)		A													C	
Approach Delay (s/veh)	0.0												15.9			
Approach LOS													C			

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HCS7 Two-Way Stop-Control Report

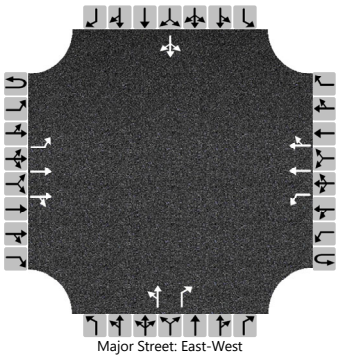
General Information

Analyst	MB
Agency/Co.	BHI
Date Performed	8/6/2020
Analysis Year	2020
Time Analyzed	Existing AM
Intersection Orientation	East-West
Project Description	Zia Station

Site Information

Intersection	Zia and Galisteo
Jurisdiction	City of Santa Fe
East/West Street	Zia
North/South Street	Galisteo
Peak Hour Factor	0.95
Analysis Time Period (hrs)	1.00

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	1	2	0		0	1	1		0	1	0
Configuration		L	T	TR		L	T	TR		LT		R			LTR	
Volume (veh/h)	0	0	696	9	0	27	399	0		5	0	100		0	0	0
Percent Heavy Vehicles (%)	3	3			3	3				3	3	3		3	3	3
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized										No						
Median Type | Storage			Left Only							1						

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.5	6.5	6.9		7.5	6.5	6.9
Critical Headway (sec)		4.16				4.16				7.56	6.56	6.96		7.56	6.56	6.96
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.23				2.23				3.53	4.03	3.33		3.53	4.03	3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		0				28				5		105			0	
Capacity, c (veh/h)		1128				854				296		623				
v/c Ratio		0.00				0.03				0.02		0.17				
95% Queue Length, Q_{95} (veh)		0.0				0.1				0.1		0.6				
Control Delay (s/veh)		8.2				9.4				17.4		11.9				
Level of Service (LOS)		A				A				C		B				
Approach Delay (s/veh)		0.0				0.6				12.2						
Approach LOS										B						

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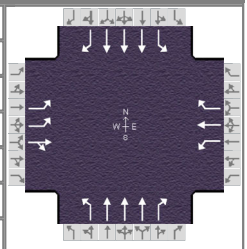
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	Existing PM	Analysis Period	1> 16:00
Intersection	St Francis & Sawmill	File Name	EXPM.xus		
Project Description	Existing PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	344	12	144	4	4	40	84	668	16	72	1456	256

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	10	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

									1	2	3	4	
Green	0.0	0.0	0.0	0.0	0.0	0.0							
Yellow	0.0	0.0	0.0	0.0	0.0	0.0			5	6	7	8	
Red	0.0	0.0	0.0	0.0	0.0	0.0							

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0		0	0	0	0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Queue Clearance Time (g_c), s	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Volume-to-Capacity Ratio (*X*)	0.000	0.000		0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0		0	0	0	0	0	0	0	0	0
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incremental Delay (d_2), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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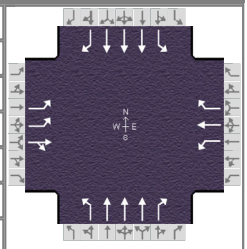
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	Existing PM	Analysis Period	2> 16:15
Intersection	St Francis & Sawmill	File Name	EXPM.xus		
Project Description	Existing PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	236	28	172	8	20	20	88	580	4	104	1232	220

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	10	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0	1	2	3	4		
Yellow	0.0	0.0	0.0	0.0	0.0	0.0	5	6	7	8		
Red	0.0	0.0	0.0	0.0	0.0	0.0						

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0		0	0	0	0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Queue Clearance Time (g_c), s	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Volume-to-Capacity Ratio (*X*)	0.000	0.000		0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0		0	0	0	0	0	0	0	0	0
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incremental Delay (d_2), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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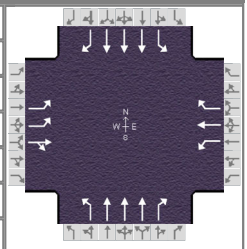
HCS7 Signalized Intersection Results Summary

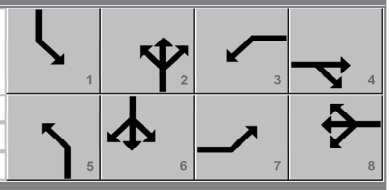
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	Existing PM	Analysis Period	3> 16:30
Intersection	St Francis & Sawmill	File Name	EXPM.xus		
Project Description	Existing PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	264	12	244	12	28	12	88	712	4	136	1492	240

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	10	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0						
Yellow	0.0	0.0	0.0	0.0	0.0	0.0						
Red	0.0	0.0	0.0	0.0	0.0	0.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0		0	0	0	0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Queue Clearance Time (g_c), s	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Volume-to-Capacity Ratio (*X*)	0.000	0.000		0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0		0	0	0	0	0	0	0	0	0
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incremental Delay (d_2), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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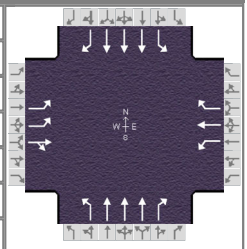
HCS7 Signalized Intersection Results Summary

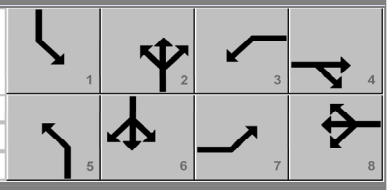
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	Existing PM	Analysis Period	4> 16:45
Intersection	St Francis & Sawmill	File Name	EXPM.xus		
Project Description	Existing PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	284	28	244	8	16	28	156	680	12	124	1584	264

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	10	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0						
Yellow	0.0	0.0	0.0	0.0	0.0	0.0						
Red	0.0	0.0	0.0	0.0	0.0	0.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0		0	0	0	0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Queue Clearance Time (g_c), s	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Volume-to-Capacity Ratio (*X*)	0.000	0.000		0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0		0	0	0	0	0	0	0	0	0
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incremental Delay (d_2), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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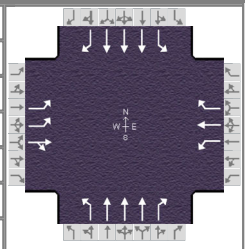
HCS7 Signalized Intersection Results Summary

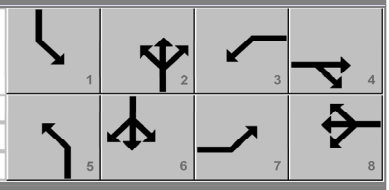
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	Existing PM	Analysis Period	5> 17:00
Intersection	St Francis & Sawmill	File Name	EXPM.xus		
Project Description	Existing PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	332	28	240	8	8	40	136	768	12	124	1760	252

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	10	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0						
Yellow	0.0	0.0	0.0	0.0	0.0	0.0						
Red	0.0	0.0	0.0	0.0	0.0	0.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0		0	0	0	0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Queue Clearance Time (g_c), s	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Volume-to-Capacity Ratio (*X*)	0.000	0.000		0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0		0	0	0	0	0	0	0	0	0
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incremental Delay (d_2), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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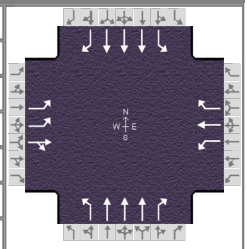
HCS7 Signalized Intersection Results Summary

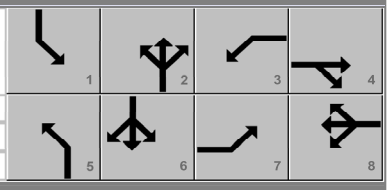
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	Existing PM	Analysis Period	6> 17:15
Intersection	St Francis & Sawmill	File Name	EXPM.xus		
Project Description	Existing PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	312	24	308	24	12	28	116	856	12	144	1800	344

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	10	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0	
Yellow	0.0	0.0	0.0	0.0	0.0	0.0	
Red	0.0	0.0	0.0	0.0	0.0	0.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0		0	0	0	0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Queue Clearance Time (g_c), s	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Volume-to-Capacity Ratio (*X*)	0.000	0.000		0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0		0	0	0	0	0	0	0	0	0
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incremental Delay (d_2), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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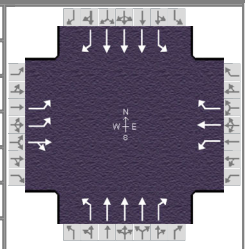
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	Existing PM	Analysis Period	7> 17:30
Intersection	St Francis & Sawmill	File Name	EXPM.xus		
Project Description	Existing PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	272	40	192	8	12	32	96	656	12	128	1416	240

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	10	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0	1	2	3	4			
Yellow	0.0	0.0	0.0	0.0	0.0	0.0	5	6	7	8			
Red	0.0	0.0	0.0	0.0	0.0	0.0							

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0		0	0	0	0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Queue Clearance Time (g_c), s	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Volume-to-Capacity Ratio (*X*)	0.000	0.000		0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0		0	0	0	0	0	0	0	0	0
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incremental Delay (d_2), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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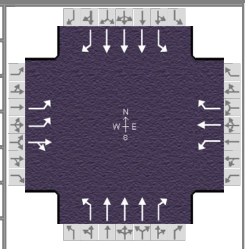
HCS7 Signalized Intersection Results Summary

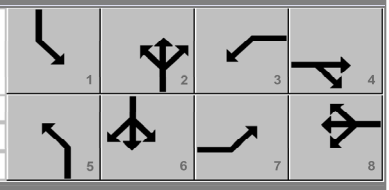
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	Existing PM	Analysis Period	8> 17:45
Intersection	St Francis & Sawmill	File Name	EXPM.xus		
Project Description	Existing PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	200	40	228	16	16	16	100	604	16	144	1272	260

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	10	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0							
Yellow	0.0	0.0	0.0	0.0	0.0	0.0							
Red	0.0	0.0	0.0	0.0	0.0	0.0							



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0		0	0	0	0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Queue Clearance Time (g_c), s	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Volume-to-Capacity Ratio (*X*)	0.000	0.000		0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0		0	0	0	0	0	0	0	0	0
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incremental Delay (d_2), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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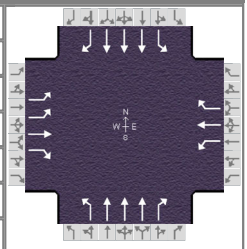
HCS7 Signalized Intersection Results Summary

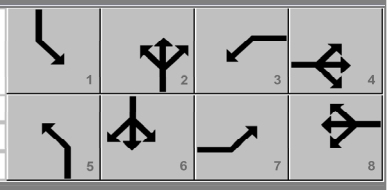
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	Existing PM	Analysis Period	1> 16:00
Intersection	St Francis & Siringo	File Name	EXPM.xus		
Project Description	Existing PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	192	60	220	136	116	72	212	1096	40	100	1988	156

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	111	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0						
Yellow	0.0	0.0	0.0	0.0	0.0	0.0						
Red	0.0	0.0	0.0	0.0	0.0	0.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Cycle Queue Clearance Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0	0	0	0	0	0	0	0	0	0	
Volume-to-Capacity Ratio (*X*)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0	0	0	0	0	0	0	0	0	0	
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Uniform Delay (d_1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Incremental Delay (d_2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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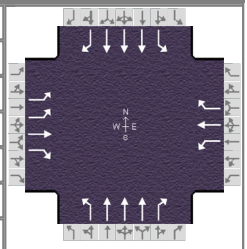
HCS7 Signalized Intersection Results Summary

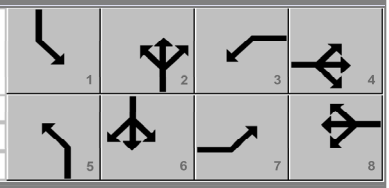
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	Existing PM	Analysis Period	2> 16:15
Intersection	St Francis & Siringo	File Name	EXPM.xus		
Project Description	Existing PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	128	60	220	100	120	56	148	948	84	76	1748	136

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	111	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0							
Yellow	0.0	0.0	0.0	0.0	0.0	0.0							
Red	0.0	0.0	0.0	0.0	0.0	0.0							



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Cycle Queue Clearance Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0	0	0	0	0	0	0	0	0	0	
Volume-to-Capacity Ratio (*X*)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0	0	0	0	0	0	0	0	0	0	
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Uniform Delay (d_1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Incremental Delay (d_2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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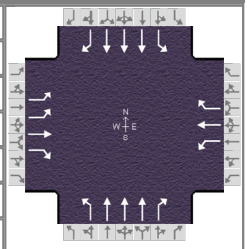
HCS7 Signalized Intersection Results Summary

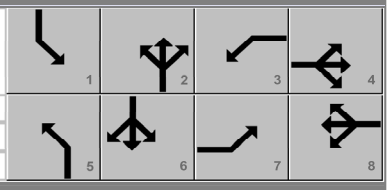
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	Existing PM	Analysis Period	3> 16:30
Intersection	St Francis & Siringo	File Name	EXPM.xus		
Project Description	Existing PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	164	84	244	148	124	60	188	1172	56	72	2128	152

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	111	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0						
Yellow	0.0	0.0	0.0	0.0	0.0	0.0						
Red	0.0	0.0	0.0	0.0	0.0	0.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Cycle Queue Clearance Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0	0	0	0	0	0	0	0	0	0	
Volume-to-Capacity Ratio (*X*)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0	0	0	0	0	0	0	0	0	0	
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Uniform Delay (d_1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Incremental Delay (d_2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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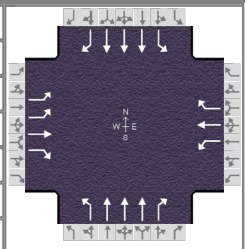
HCS7 Signalized Intersection Results Summary

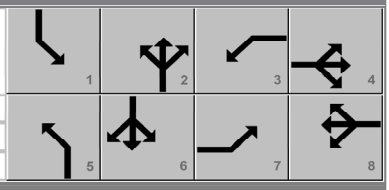
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	Existing PM	Analysis Period	4> 16:45
Intersection	St Francis & Siringo	File Name	EXPM.xus		
Project Description	Existing PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	176	112	232	172	128	52	204	1224	60	76	2256	148

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	111	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0						
Yellow	0.0	0.0	0.0	0.0	0.0	0.0						
Red	0.0	0.0	0.0	0.0	0.0	0.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Cycle Queue Clearance Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0	0	0	0	0	0	0	0	0	0	
Volume-to-Capacity Ratio (*X*)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0	0	0	0	0	0	0	0	0	0	
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Uniform Delay (d_1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Incremental Delay (d_2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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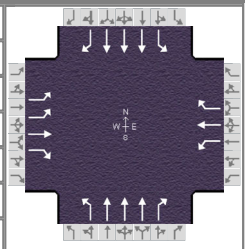
HCS7 Signalized Intersection Results Summary

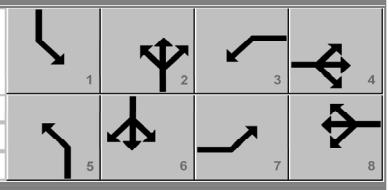
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	Existing PM	Analysis Period	5> 17:00
Intersection	St Francis & Siringo	File Name	EXPM.xus		
Project Description	Existing PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	152	80	332	128	176	80	224	1284	104	52	2484	148

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	111	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0						
Yellow	0.0	0.0	0.0	0.0	0.0	0.0						
Red	0.0	0.0	0.0	0.0	0.0	0.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Cycle Queue Clearance Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0	0	0	0	0	0	0	0	0	0	
Volume-to-Capacity Ratio (*X*)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0	0	0	0	0	0	0	0	0	0	
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Uniform Delay (d_1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Incremental Delay (d_2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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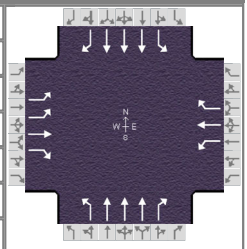
HCS7 Signalized Intersection Results Summary

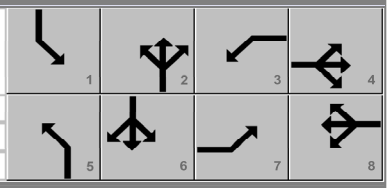
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	Existing PM	Analysis Period	6> 17:15
Intersection	St Francis & Siringo	File Name	EXPM.xus		
Project Description	Existing PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	160	116	328	168	160	80	260	1392	80	88	2632	160

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	111	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0						
Yellow	0.0	0.0	0.0	0.0	0.0	0.0						
Red	0.0	0.0	0.0	0.0	0.0	0.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Cycle Queue Clearance Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0	0	0	0	0	0	0	0	0	0	
Volume-to-Capacity Ratio (*X*)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0	0	0	0	0	0	0	0	0	0	
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Uniform Delay (d_1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Incremental Delay (d_2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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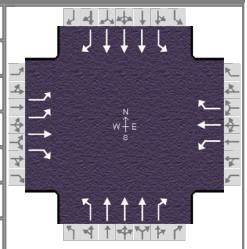
HCS7 Signalized Intersection Results Summary

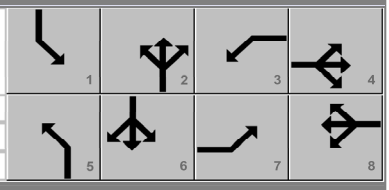
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	Existing PM	Analysis Period	7> 17:30
Intersection	St Francis & Siringo	File Name	EXPM.xus		
Project Description	Existing PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	104	88	280	96	132	96	144	1088	116	124	1932	192

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	111	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0						
Yellow	0.0	0.0	0.0	0.0	0.0	0.0						
Red	0.0	0.0	0.0	0.0	0.0	0.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Cycle Queue Clearance Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0	0	0	0	0	0	0	0	0	0	
Volume-to-Capacity Ratio (*X*)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0	0	0	0	0	0	0	0	0	0	
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Uniform Delay (d_1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Incremental Delay (d_2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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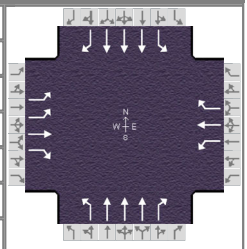
HCS7 Signalized Intersection Results Summary

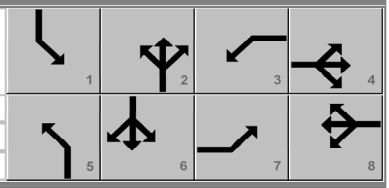
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	Existing PM	Analysis Period	8> 17:45
Intersection	St Francis & Siringo	File Name	EXPM.xus		
Project Description	Existing PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	76	80	280	128	76	92	176	992	100	100	1904	104

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	111	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0							
Yellow	0.0	0.0	0.0	0.0	0.0	0.0							
Red	0.0	0.0	0.0	0.0	0.0	0.0							



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Cycle Queue Clearance Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0	0	0	0	0	0	0	0	0	0	
Volume-to-Capacity Ratio (*X*)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0	0	0	0	0	0	0	0	0	0	
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Uniform Delay (d_1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Incremental Delay (d_2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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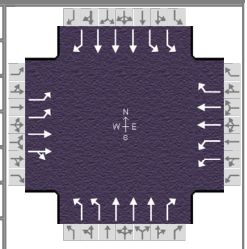
HCS7 Signalized Intersection Results Summary

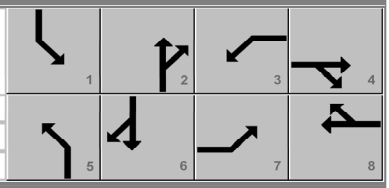
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	Existing PM	Analysis Period	1> 16:00
Intersection	St Francis & Zia	File Name	EXPM.xus		
Project Description	Existing PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	292	76	72	232	192	64	64	800	76	236	1616	380

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0							
Yellow	0.0	0.0	0.0	0.0	0.0	0.0							
Red	0.0	0.0	0.0	0.0	0.0	0.0							



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Queue Clearance Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Volume-to-Capacity Ratio (*X*)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0	0	0	0	0	0	0	0	0	0	0
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incremental Delay (d_2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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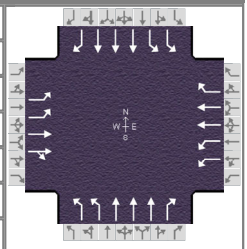
HCS7 Signalized Intersection Results Summary

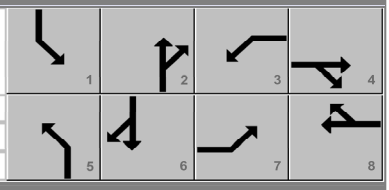
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	Existing PM	Analysis Period	2> 16:15
Intersection	St Francis & Zia	File Name	EXPM.xus		
Project Description	Existing PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	228	92	64	240	136	52	36	700	84	200	1464	284

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0						
Yellow	0.0	0.0	0.0	0.0	0.0	0.0						
Red	0.0	0.0	0.0	0.0	0.0	0.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Queue Clearance Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Volume-to-Capacity Ratio (*X*)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0	0	0	0	0	0	0	0	0	0	0
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incremental Delay (d_2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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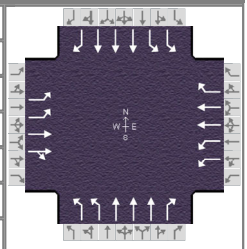
HCS7 Signalized Intersection Results Summary

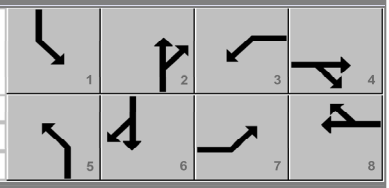
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	Existing PM	Analysis Period	3> 16:30
Intersection	St Francis & Zia	File Name	EXPM.xus		
Project Description	Existing PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	264	144	52	240	212	60	64	844	72	204	1708	424

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0						
Yellow	0.0	0.0	0.0	0.0	0.0	0.0						
Red	0.0	0.0	0.0	0.0	0.0	0.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Queue Clearance Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Volume-to-Capacity Ratio (*X*)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0	0	0	0	0	0	0	0	0	0	0
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incremental Delay (d_2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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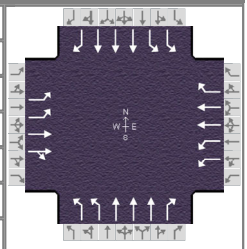
HCS7 Signalized Intersection Results Summary

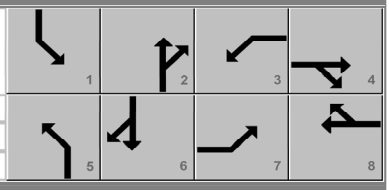
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	Existing PM	Analysis Period	4> 16:45
Intersection	St Francis & Zia	File Name	EXPM.xus		
Project Description	Existing PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	340	104	44	284	216	40	52	900	84	232	1764	468

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0						
Yellow	0.0	0.0	0.0	0.0	0.0	0.0						
Red	0.0	0.0	0.0	0.0	0.0	0.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Queue Clearance Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Volume-to-Capacity Ratio (*X*)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0	0	0	0	0	0	0	0	0	0	0
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incremental Delay (d_2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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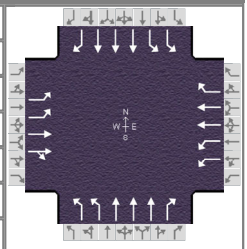
HCS7 Signalized Intersection Results Summary

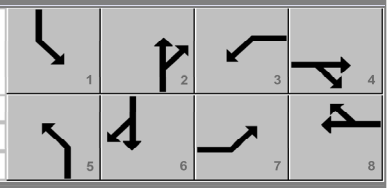
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	Existing PM	Analysis Period	5> 17:00
Intersection	St Francis & Zia	File Name	EXPM.xus		
Project Description	Existing PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	320	136	68	284	260	44	76	976	68	188	2004	480

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0						
Yellow	0.0	0.0	0.0	0.0	0.0	0.0						
Red	0.0	0.0	0.0	0.0	0.0	0.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Queue Clearance Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Volume-to-Capacity Ratio (*X*)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0	0	0	0	0	0	0	0	0	0	0
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incremental Delay (d_2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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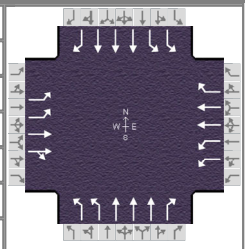
HCS7 Signalized Intersection Results Summary

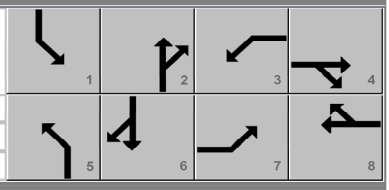
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	Existing PM	Analysis Period	6> 17:15
Intersection	St Francis & Zia	File Name	EXPM.xus		
Project Description	Existing PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	372	164	28	300	268	60	72	1040	92	272	2016	576

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0						
Yellow	0.0	0.0	0.0	0.0	0.0	0.0						
Red	0.0	0.0	0.0	0.0	0.0	0.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Queue Clearance Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Volume-to-Capacity Ratio (*X*)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0	0	0	0	0	0	0	0	0	0	0
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incremental Delay (d_2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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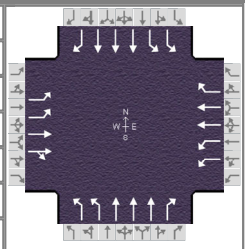
HCS7 Signalized Intersection Results Summary

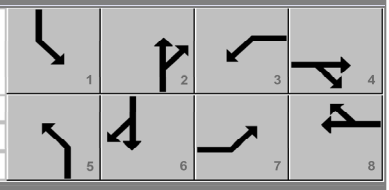
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	Existing PM	Analysis Period	7> 17:30
Intersection	St Francis & Zia	File Name	EXPM.xus		
Project Description	Existing PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	268	128	44	308	172	12	68	804	68	204	1544	484

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0						
Yellow	0.0	0.0	0.0	0.0	0.0	0.0						
Red	0.0	0.0	0.0	0.0	0.0	0.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Queue Clearance Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Volume-to-Capacity Ratio (*X*)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0	0	0	0	0	0	0	0	0	0	0
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incremental Delay (d_2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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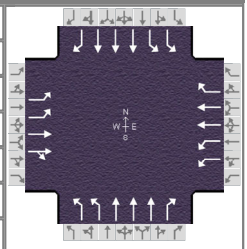
HCS7 Signalized Intersection Results Summary

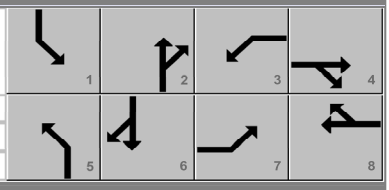
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	Existing PM	Analysis Period	8> 17:45
Intersection	St Francis & Zia	File Name	EXPM.xus		
Project Description	Existing PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	256	120	36	216	184	60	64	732	84	224	1436	432

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0						
Yellow	0.0	0.0	0.0	0.0	0.0	0.0						
Red	0.0	0.0	0.0	0.0	0.0	0.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Queue Clearance Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Volume-to-Capacity Ratio (*X*)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0	0	0	0	0	0	0	0	0	0	0
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incremental Delay (d_2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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HCS7 Two-Way Stop-Control Report

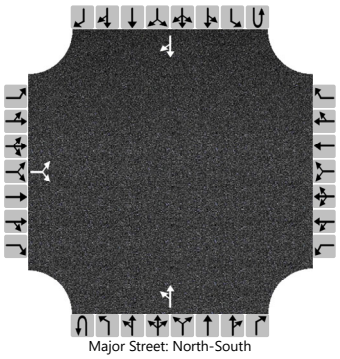
General Information

Analyst	MB
Agency/Co.	BHI
Date Performed	8/6/2020
Analysis Year	2020
Time Analyzed	Existing PM
Intersection Orientation	North-South
Project Description	Zia Station

Site Information

Intersection	Galisteo and Calle Lumino
Jurisdiction	City of Santa Fe
East/West Street	Calle Luminoso
North/South Street	Galisteo
Peak Hour Factor	0.90
Analysis Time Period (hrs)	1.00

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume (veh/h)		5		6						0	56				117	11
Percent Heavy Vehicles (%)		0		0						0						
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.40		6.20						4.10						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.50		3.30						2.20						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			12							0						
Capacity, c (veh/h)			858							1453						
v/c Ratio			0.01							0.00						
95% Queue Length, Q_{95} (veh)			0.0							0.0						
Control Delay (s/veh)			9.3							7.5						
Level of Service (LOS)			A							A						
Approach Delay (s/veh)		9.3								0.0						
Approach LOS		A														

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HCS7 Two-Way Stop-Control Report

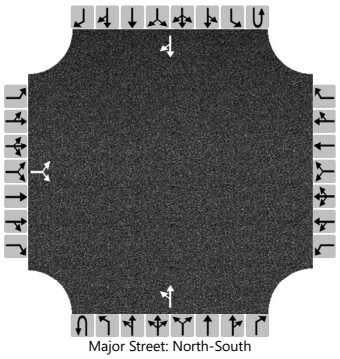
General Information

Analyst	MB
Agency/Co.	BHI
Date Performed	8/6/2020
Analysis Year	2020
Time Analyzed	Existing PM
Intersection Orientation	North-South
Project Description	Zia Station

Site Information

Intersection	Galisteo and Cam Pabilo
Jurisdiction	City of Santa Fe
East/West Street	Camino de Pabilo
North/South Street	Galisteo
Peak Hour Factor	0.90
Analysis Time Period (hrs)	1.00

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume (veh/h)		2		6						4	53				108	15
Percent Heavy Vehicles (%)		0		0						0						
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.40		6.20						4.10						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.50		3.30						2.20						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			9							4						
Capacity, c (veh/h)			890							1460						
v/c Ratio			0.01							0.00						
95% Queue Length, Q_{95} (veh)			0.0							0.0						
Control Delay (s/veh)			9.1							7.5						
Level of Service (LOS)			A							A						
Approach Delay (s/veh)		9.1								0.5						
Approach LOS		A														

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HCS7 Two-Way Stop-Control Report

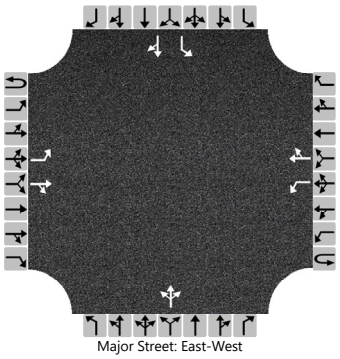
General Information

Analyst	MB
Agency/Co.	BHI
Date Performed	8/6/2020
Analysis Year	2020
Time Analyzed	Existing PM
Intersection Orientation	East-West
Project Description	Zia Station

Site Information

Intersection	Rodeo and Galisteo
Jurisdiction	City of Santa Fe
East/West Street	Rodeo
North/South Street	Galisteo
Peak Hour Factor	0.94
Analysis Time Period (hrs)	1.00

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	1	1	0		0	1	0		1	1	0
Configuration		L		TR		L		TR			LTR			L		TR
Volume (veh/h)		21	491	2		38	786	27		4	1	20		13	4	39
Percent Heavy Vehicles (%)		2				2				2	2	2		2	2	2
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type | Storage	Left + Thru								1							

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.12				4.12				7.12	6.52	6.22		7.12	6.52	6.22
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.22				2.22				3.52	4.02	3.32		3.52	4.02	3.32

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		22				40					27			14		46
Capacity, c (veh/h)		778				1042					396			203		360
v/c Ratio		0.03				0.04					0.07			0.07		0.13
95% Queue Length, Q_{95} (veh)		0.1				0.1					0.2			0.2		0.4
Control Delay (s/veh)		9.8				8.6					14.8			24.1		16.5
Level of Service (LOS)		A				A					B			C		C
Approach Delay (s/veh)	0.4				0.4				14.8				18.2			
Approach LOS									B				C			

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HCS7 Two-Way Stop-Control Report

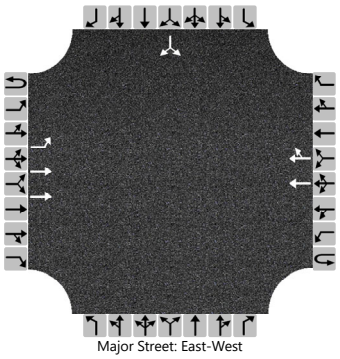
General Information

Analyst	MB
Agency/Co.	BHI
Date Performed	8/6/2020
Analysis Year	2024
Time Analyzed	Existing PM
Intersection Orientation	East-West
Project Description	Zia Station

Site Information

Intersection	Zia and Candelero
Jurisdiction	City of Santa Fe
East/West Street	Zia
North/South Street	Candelero
Peak Hour Factor	0.94
Analysis Time Period (hrs)	1.00

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	0	2	0		0	0	0		0	1	0
Configuration		L	T				T	TR							LR	
Volume (veh/h)	0	4	438				748	33						19		5
Percent Heavy Vehicles (%)	2	2												2		2
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.5		6.9
Critical Headway (sec)		4.14												6.84		6.94
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.22												3.52		3.32

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		4													26	
Capacity, c (veh/h)		797													253	
v/c Ratio		0.01													0.10	
95% Queue Length, Q_{95} (veh)		0.0													0.3	
Control Delay (s/veh)		9.5													20.8	
Level of Service (LOS)		A													C	
Approach Delay (s/veh)	0.1												20.8			
Approach LOS													C			

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HCS7 Two-Way Stop-Control Report

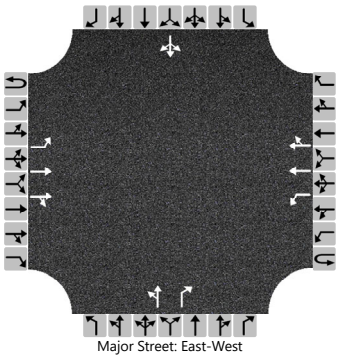
General Information

Analyst	MB
Agency/Co.	BHI
Date Performed	8/6/2020
Analysis Year	2020
Time Analyzed	Existing PM
Intersection Orientation	East-West
Project Description	Zia Station

Site Information

Intersection	Zia and Galisteo
Jurisdiction	City of Santa Fe
East/West Street	Zia
North/South Street	Galisteo
Peak Hour Factor	0.98
Analysis Time Period (hrs)	1.00

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	1	2	0		0	1	1		0	1	0
Configuration		L	T	TR		L	T	TR		LT		R			LTR	
Volume (veh/h)	0	0	449	7	0	103	759	0		8	0	55		0	0	0
Percent Heavy Vehicles (%)	3	3			3	3				3	3	3		3	3	3
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized										No						
Median Type | Storage			Left Only							1						

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.5	6.5	6.9		7.5	6.5	6.9
Critical Headway (sec)		4.16				4.16				7.56	6.56	6.96		7.56	6.56	6.96
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.23				2.23				3.53	4.03	3.33		3.53	4.03	3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		0				105				8		56			0	
Capacity, c (veh/h)		830				1085				286		766				
v/c Ratio		0.00				0.10				0.03		0.07				
95% Queue Length, Q_{95} (veh)		0.0				0.3				0.1		0.2				
Control Delay (s/veh)		9.3				8.7				17.9		10.1				
Level of Service (LOS)		A				A				C		B				
Approach Delay (s/veh)		0.0				1.0				11.1						
Approach LOS										B						

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APPENDIX C

TURNING MOVEMENT DEVELOPMENT

VEHICLE TRIPS BEFORE REDUCTION

Land Use & Data Source	Location	IV	Size	Time Period	Method Rate/Equation	Entry Split%	Exit Split%	Total
210 - Single-Family Detached Housing	General Urban/Suburban	Dwelling Units	17	Weekday, Peak Hour of Adjacent Street Traffic,	Best Fit (LIN)	4	13	17
Data Source: Trip Gen Manual, 10th Ed +					T = 0.71(X) + 4.80	25%	75%	
220 - Multifamily Housing (Low-Rise)	General Urban/Suburban	Dwelling Units	277	Weekday, Peak Hour of Adjacent Street Traffic,	Best Fit (LOG)	29	97	126
Data Source: Trip Gen Manual, 10th Ed +					Ln(T) =0.95Ln(X) - 0.51	23%	77%	

VEHICLE TO PERSON TRIP CONVERSION

BASELINE SITE VEHICLE CHARACTERISTICS:

Land Use	Baseline Site Vehicle Mode Share		Baseline Site Vehicle Occupancy		Baseline Site Vehicle Directional Split	
	Entry (%)	Exit (%)	Entry	Exit	Entry (%)	Exit (%)
210 - Single-Family Detached Housing	100	100	1	1	25	75
220 - Multifamily Housing (Low-Rise)	100	100	1	1	23	77

ESTIMATED BASELINE SITE PERSON TRIPS:

Land Use	Person Trips by Vehicle		Person Trips by Other Modes		Total Baseline Site Person Trips	
	Entry	Exit	Entry	Exit	Entry	Exit
210 - Single-Family Detached Housing	4	13	0	0	4	13
	17		0		17	
220 - Multifamily Housing (Low-Rise)	29	97	0	0	29	97
	126		0		126	

VEHICLE TRIPS AFTER MULTI-MODAL ADJUSTMENT

MODE SHARE:

Land Use	Personal Passenger Vehicle		Truck		Other Modes	
	Entry (%)	Exit (%)	Entry (%)	Exit (%)	Entry (%)	Exit (%)
210 - Single-Family Detached Housing	98%	98%	0%	0%	2%	2%
220 - Multifamily Housing (Low-Rise)	98%	98%	0%	0%	2%	2%

OCCUPANCY:

Land Use	Vehicle	
	Entry	Exit
210 - Single-Family Detached Housing	1.00	1.00
220 - Multifamily Housing (Low-Rise)	1.00	1.00

ADJUSTED VEHICLE TRIPS:

Land Use	Entry				Exit			
	Person Trips	Vehicle Mode Share (%)	Vehicle Occupancy	Vehical Trips	Person Trips	Vehicle Mode Share (%)	Vehicle Occupancy	Vehical Trips
210 - Single-Family Detached Housing	4	98%	1.00	4	13	98%	1.00	13
220 - Multifamily Housing (Low-Rise)	29	98%	1.00	28	97	98%	1.00	95

INTERNAL VEHICLE TRIP REDUCTION

LAND USE GROUP ASSIGNMENT:

Land Use	Land Use Group
210 - Single-Family Detached Housing	Residential
220 - Multifamily Housing (Low-Rise)	Residential

INTERNAL PERSON TRIPS:

210 - Single-Family Detached Housing

Internal Person Trips From	Entry	Exit	Total
Total Internal Person Trips	**0**	**0**	**0**

220 - Multifamily Housing (Low-Rise)

Internal Person Trips From	Entry	Exit	Total
Total Internal Person Trips	**0**	**0**	**0**

INTERNAL VEHICLE TRIPS AND CAPTURE:

210 - Single-Family Detached Housing

Total Internal Person Trips	0	0	0
Vehicle Mode Share	98%	98%	-
Vehicle Occupancy	1.00	1.00	-
Total Vehicle Internal Trips	**0**	**0**	**0**
Total External Vehicle Trips	4	13	17
Internal Vehicle Trip Capture	**0%**	**0%**	**0%**

220 - Multifamily Housing (Low-Rise)

Total Internal Person Trips	0	0	0
Vehicle Mode Share	98%	98%	-
Vehicle Occupancy	1.00	1.00	-
Total Vehicle Internal Trips	**0**	**0**	**0**
Total External Vehicle Trips	28	95	123
Internal Vehicle Trip Capture	**0%**	**0%**	**0%**

PASS-BY VEHICLE TRIP REDUCTION

Land Use	External Vehicle Trips		Pass-by Vehicle Trip %		Pass-by Vehicle Trips	
	Entry	Exit	Entry (%)	Exit (%)	Entry	Exit
210 - Single-Family Detached Housing	4	13	0.00%	0.00%	0	0
220 - Multifamily Housing (Low-Rise)	28	95	0.00%	0.00%	0	0

NEW VEHICLE TRIPS

Land Use	New Vehicle Trips		
	Entry	Exit	Total
210 - Single-Family Detached Housing	4	13	17
220 - Multifamily Housing (Low-Rise)	28	95	123

RESULTS

Site Totals	Entry	Exit	Total
Vehicle Trips Before Reduction	33	110	143

Vehicle Trips After Multi-modal Adjustment	32	108	140
Internal Vehicle Trips	0	0	0
External Vehicle Trips	32	108	140
Internal Vehicle Trip Capture	0%	0%	0%
Pass-by Vehicle Trips	0	0	0
Diverted Vehicle Trips	0	0	0
Extra Reduced Vehicle Trips	0	0	0
New Vehicle Trips	32	108	140
PPV	33	108	141
Truck	0	0	0
Person Trips by Other Modes	1	2	3

VEHICLE TRIPS BEFORE REDUCTION

Land Use & Data Source	Location	IV	Size	Time Period	Method / Rate/Equation	Entry / Split%	Exit / Split%	Total
210 - Single-Family Detached Housing	General	Dwelling Units	10	Weekday, Peak Hour of	Best Fit (LIN)	3	9	12
Data Source: Trip Gen Manual, 10th Ed +	Urban/Suburban			Adjacent Street Traffic,	T = 0.71(X) + 4.80	25%	75%	
220 - Multifamily Housing (Low-Rise)	General	Dwelling Units	107	Weekday, Peak Hour of	Best Fit (LOG)	12	39	51
Data Source: Trip Gen Manual, 10th Ed +	Urban/Suburban			Adjacent Street Traffic,	Ln(T) =0.95Ln(X) - 0.51	23%	77%	
710 - General Office Building	General	1000 Sq. Ft. GFA	87	Weekday, Peak Hour of	Best Fit (LIN)	93	15	108
Data Source: Trip Gen Manual, 10th Ed +	Urban/Suburban			Adjacent Street Traffic,	T = 0.94(X) + 26.49	86%	14%	
936 - Coffee/Donut Shop without Drive-Through	General	1000 Sq. Ft. GFA	2.4	Weekday, Peak Hour of	Average	124	119	243
Data Source: Trip Gen Manual, 10th Ed +	Urban/Suburban			Adjacent Street Traffic,	101.14	51%	49%	
930 - Fast Casual Restaurant	General	1000 Sq. Ft. GFA	5	Weekday, Peak Hour	Average	7	3	10
Data Source: Trip Gen Manual, 10th Ed +	Urban/Suburban			of Adjacent Street	2.07	67%	33%	
932 - High-Turnover (Sit-Down) Restaurant	General	1000 Sq. Ft. GFA	5	Weekday, Peak Hour of	Average	27	22	49
Data Source: Trip Gen Manual, 10th Ed +	Urban/Suburban			Adjacent Street Traffic,	9.94	55%	45%	
820 - Shopping Center	General	1000 Sq. Ft. GLA	20	Weekday, Peak Hour of	Best Fit (LIN)	100	61	161
Data Source: Trip Gen Manual, 10th Ed +	Urban/Suburban			Adjacent Street Traffic,	T = 0.50(X) + 151.78	62%	38%	
090 - Park-and-Ride Lot with Bus or Light Rail	General	Occupied Parking Spaces	10	Weekday, Peak Hour of	Best Fit (LIN)	15	3	18
Data Source: Trip Gen Manual, 10th Ed +	Urban/Suburban			Adjacent Street Traffic,	T = 0.40(X) + 14.34	81%	19%	

VEHICLE TO PERSON TRIP CONVERSION

BASELINE SITE VEHICLE CHARACTERISTICS:

Land Use	Baseline Site Vehicle Mode Share		Baseline Site Vehicle Occupancy		Baseline Site Vehicle Directional Split	
	Entry (%)	Exit (%)	Entry	Exit	Entry (%)	Exit (%)
210 - Single-Family Detached Housing	100	100	1	1	25	75
220 - Multifamily Housing (Low-Rise)	100	100	1	1	23	77
710 - General Office Building	100	100	1	1	86	14
936 - Coffee/Donut Shop without Drive-Through Window	100	100	1	1	51	49
930 - Fast Casual Restaurant	100	100	1	1	67	33
932 - High-Turnover (Sit-Down) Restaurant	100	100	1	1	55	45
820 - Shopping Center	100	100	1	1	62	38
090 - Park-and-Ride Lot with Bus or Light Rail Service	100	100	1	1	81	19

ESTIMATED BASELINE SITE PERSON TRIPS:

Land Use	Person Trips by Vehicle		Person Trips by Other Modes		Total Baseline Site Person Trips	
	Entry	Exit	Entry	Exit	Entry	Exit
210 - Single-Family Detached Housing	3	9	0	0	3	9
	12		0		12	
220 - Multifamily Housing (Low-Rise)	12	39	0	0	12	39
	51		0		51	
710 - General Office Building	93	15	0	0	93	15
	108		0		108	
936 - Coffee/Donut Shop without Drive-Through Window	124	119	0	0	124	119
	243		0		243	
930 - Fast Casual Restaurant	7	3	0	0	7	3
	10		0		10	
932 - High-Turnover (Sit-Down) Restaurant	27	22	0	0	27	22
	49		0		49	
820 - Shopping Center	100	61	0	0	100	61
	161		0		161	
090 - Park-and-Ride Lot with Bus or Light Rail Service	15	3	0	0	15	3
	18		0		18	

VEHICLE TRIPS AFTER MULTI-MODAL ADJUSTMENT

MODE SHARE:

Land Use	Personal Passenger Vehicle		Truck		Other Modes	
	Entry (%)	Exit (%)	Entry (%)	Exit (%)	Entry (%)	Exit (%)
210 - Single-Family Detached Housing	98%	98%	0%	0%	2%	2%
220 - Multifamily Housing (Low-Rise)	98%	98%	0%	0%	2%	2%
710 - General Office Building	98%	98%	0%	0%	2%	2%
936 - Coffee/Donut Shop without Drive-Through Window	98%	98%	0%	0%	2%	2%
930 - Fast Casual Restaurant	98%	98%	0%	0%	2%	2%
932 - High-Turnover (Sit-Down) Restaurant	98%	98%	0%	0%	2%	2%
820 - Shopping Center	98%	98%	0%	0%	2%	2%
090 - Park-and-Ride Lot with Bus or Light Rail Service	100%	100%	0%	0%	0%	0%

OCCUPANCY:

Land Use	Vehicle	
	Entry	Exit
210 - Single-Family Detached Housing	1.00	1.00
220 - Multifamily Housing (Low-Rise)	1.00	1.00
710 - General Office Building	1.00	1.00
936 - Coffee/Donut Shop without Drive-Through Window	1.00	1.00
930 - Fast Casual Restaurant	1.00	1.00
932 - High-Turnover (Sit-Down) Restaurant	1.00	1.00
820 - Shopping Center	1.00	1.00
090 - Park-and-Ride Lot with Bus or Light Rail Service	1.00	1.00

ADJUSTED VEHICLE TRIPS:

Land Use	Entry				Exit			
	Person Trips	Vehicle Mode Share (%)	Vehicle Occupancy	Vehical Trips	Person Trips	Vehicle Mode Share (%)	Vehicle Occupancy	Vehical Trips
210 - Single-Family Detached Housing	3	98%	1.00	3	9	98%	1.00	9
220 - Multifamily Housing (Low-Rise)	12	98%	1.00	12	39	98%	1.00	38
710 - General Office Building	93	98%	1.00	91	15	98%	1.00	15
936 - Coffee/Donut Shop without Drive-Through	124	98%	1.00	122	119	98%	1.00	117
930 - Fast Casual Restaurant	7	98%	1.00	7	3	98%	1.00	3
932 - High-Turnover (Sit-Down) Restaurant	27	98%	1.00	26	22	98%	1.00	22
820 - Shopping Center	100	98%	1.00	98	61	98%	1.00	60
090 - Park-and-Ride Lot with Bus or Light Rail	15	100%	1.00	15	3	100%	1.00	3

INTERNAL VEHICLE TRIP REDUCTION

LAND USE GROUP ASSIGNMENT:

Land Use	Land Use Group
210 - Single-Family Detached Housing	Residential
220 - Multifamily Housing (Low-Rise)	Residential
710 - General Office Building	Office
936 - Coffee/Donut Shop without Drive-Through Window	Resturant

930 - Fast Casual Restaurant	Resturant
932 - High-Turnover (Sit-Down) Restaurant	Resturant
820 - Shopping Center	Retail
090 - Park-and-Ride Lot with Bus or Light Rail Service	Others

INTERNAL PERSON TRIPS:

210 - Single-Family Detached Housing

Internal Person Trips From	Entry	Exit	Total
220 - Multifamily Housing (Low-Rise)	0	0	0
710 - General Office Building	0	0	0
936 - Coffee/Donut Shop without Drive-Through Window	0	0	0
930 - Fast Casual Restaurant	0	0	0
932 - High-Turnover (Sit-Down) Restaurant	0	0	0
820 - Shopping Center	0	1	1
090 - Park-and-Ride Lot with Bus or Light Rail Service	0	0	0
Total Internal Person Trips	**0**	**1**	**1**

220 - Multifamily Housing (Low-Rise)

Internal Person Trips From	Entry	Exit	Total
210 - Single-Family Detached Housing	0	0	0
710 - General Office Building	0	0	0
936 - Coffee/Donut Shop without Drive-Through Window	0	1	1
930 - Fast Casual Restaurant	0	0	0
932 - High-Turnover (Sit-Down) Restaurant	0	1	1
820 - Shopping Center	0	2	2
090 - Park-and-Ride Lot with Bus or Light Rail Service	0	0	0
Total Internal Person Trips	**0**	**4**	**4**

710 - General Office Building

Internal Person Trips From	Entry	Exit	Total
210 - Single-Family Detached Housing	0	0	0
220 - Multifamily Housing (Low-Rise)	0	0	0
936 - Coffee/Donut Shop without Drive-Through Window	4	3	8
930 - Fast Casual Restaurant	0	1	1
932 - High-Turnover (Sit-Down) Restaurant	2	2	4
820 - Shopping Center	4	4	8
090 - Park-and-Ride Lot with Bus or Light Rail Service	0	0	0
Total Internal Person Trips	**10**	**10**	**20**

936 - Coffee/Donut Shop without Drive-Through Window

Internal Person Trips From	Entry	Exit	Total
210 - Single-Family Detached Housing	0	0	0
220 - Multifamily Housing (Low-Rise)	1	0	1
710 - General Office Building	3	4	8
930 - Fast Casual Restaurant	0	0	0
932 - High-Turnover (Sit-Down) Restaurant	0	0	0
820 - Shopping Center	3	3	5
090 - Park-and-Ride Lot with Bus or Light Rail Service	0	0	0
Total Internal Person Trips	**7**	**7**	**14**

930 - Fast Casual Restaurant

Internal Person Trips From	Entry	Exit	Total
210 - Single-Family Detached Housing	0	0	0
220 - Multifamily Housing (Low-Rise)	0	0	0
710 - General Office Building	1	0	1
936 - Coffee/Donut Shop without Drive-Through Window	0	0	0
932 - High-Turnover (Sit-Down) Restaurant	0	0	0
820 - Shopping Center	1	0	1
090 - Park-and-Ride Lot with Bus or Light Rail Service	0	0	0
Total Internal Person Trips	**2**	**0**	**2**

932 - High-Turnover (Sit-Down) Restaurant

Internal Person Trips From	Entry	Exit	Total
210 - Single-Family Detached Housing	0	0	0
220 - Multifamily Housing (Low-Rise)	1	0	1
710 - General Office Building	2	2	4
936 - Coffee/Donut Shop without Drive-Through Window	0	0	0
930 - Fast Casual Restaurant	0	0	0
820 - Shopping Center	3	1	4
090 - Park-and-Ride Lot with Bus or Light Rail Service	0	0	0
Total Internal Person Trips	**6**	**3**	**9**

820 - Shopping Center

Internal Person Trips From	Entry	Exit	Total
210 - Single-Family Detached Housing	1	0	1
220 - Multifamily Housing (Low-Rise)	2	0	2
710 - General Office Building	4	4	8
936 - Coffee/Donut Shop without Drive-Through Window	3	3	5
930 - Fast Casual Restaurant	0	1	1
932 - High-Turnover (Sit-Down) Restaurant	1	3	4
090 - Park-and-Ride Lot with Bus or Light Rail Service	0	0	0
Total Internal Person Trips	**11**	**11**	**22**

090 - Park-and-Ride Lot with Bus or Light Rail Service

Internal Person Trips From	Entry	Exit	Total
210 - Single-Family Detached Housing	0	0	0
220 - Multifamily Housing (Low-Rise)	0	0	0
710 - General Office Building	0	0	0
936 - Coffee/Donut Shop without Drive-Through Window	0	0	0
930 - Fast Casual Restaurant	0	0	0
932 - High-Turnover (Sit-Down) Restaurant	0	0	0
820 - Shopping Center	0	0	0
Total Internal Person Trips	**0**	**0**	**0**

INTERNAL VEHICLE TRIPS AND CAPTURE:

210 - Single-Family Detached Housing

Total Internal Person Trips	0	1	1
Vehicle Mode Share	98%	98%	-
Vehicle Occupancy	1.00	1.00	-
Total Vehicle Internal Trips	**0**	**1**	**1**
Total External Vehicle Trips	3	8	11
Internal Vehicle Trip Capture	**0%**	**11%**	**8%**

220 - Multifamily Housing (Low-Rise)

Total Internal Person Trips	0	4	4
Vehicle Mode Share	98%	98%	-
Vehicle Occupancy	1.00	1.00	-
Total Vehicle Internal Trips	**0**	**4**	**4**
Total External Vehicle Trips	12	34	46
Internal Vehicle Trip Capture	**0%**	**11%**	**8%**

710 - General Office Building

Total Internal Person Trips	10	10	20
Vehicle Mode Share	98%	98%	-
Vehicle Occupancy	1.00	1.00	-
Total Vehicle Internal Trips	**10**	**10**	**20**
Total External Vehicle Trips	81	5	86
Internal Vehicle Trip Capture	**11%**	**67%**	**19%**

936 - Coffee/Donut Shop without Drive-Through Window

Total Internal Person Trips	7	7	14
Vehicle Mode Share	98%	98%	-
Vehicle Occupancy	1.00	1.00	-
Total Vehicle Internal Trips	**7**	**7**	**14**
Total External Vehicle Trips	115	110	225
Internal Vehicle Trip Capture	**6%**	**6%**	**6%**

930 - Fast Casual Restaurant

Total Internal Person Trips	2	0	2
Vehicle Mode Share	98%	98%	-
Vehicle Occupancy	1.00	1.00	-
Total Vehicle Internal Trips	**2**	**0**	**2**
Total External Vehicle Trips	5	3	8
Internal Vehicle Trip Capture	**29%**	**0%**	**20%**

932 - High-Turnover (Sit-Down) Restaurant

Total Internal Person Trips	6	3	9
Vehicle Mode Share	98%	98%	-
Vehicle Occupancy	1.00	1.00	-
Total Vehicle Internal Trips	**6**	**3**	**9**
Total External Vehicle Trips	20	19	39
Internal Vehicle Trip Capture	**23%**	**14%**	**19%**

820 - Shopping Center

Total Internal Person Trips	11	11	22
Vehicle Mode Share	98%	98%	-
Vehicle Occupancy	1.00	1.00	-
Total Vehicle Internal Trips	**11**	**11**	**22**
Total External Vehicle Trips	87	49	136
Internal Vehicle Trip Capture	**11%**	**18%**	**14%**

090 - Park-and-Ride Lot with Bus or Light Rail Service

Total Internal Person Trips	0	0	0
Vehicle Mode Share	100%	100%	-
Vehicle Occupancy	1.00	1.00	-
Total Vehicle Internal Trips	**0**	**0**	**0**
Total External Vehicle Trips	15	3	18
Internal Vehicle Trip Capture	**0%**	**0%**	**0%**

PASS-BY VEHICLE TRIP REDUCTION

Land Use	External Vehicle Trips		Pass-by Vehicle Trip %		Pass-by Vehicle Trips	
	Entry	Exit	Entry (%)	Exit (%)	Entry	Exit
210 - Single-Family Detached Housing	3	8	0.00%	0.00%	0	0
220 - Multifamily Housing (Low-Rise)	12	34	0.00%	0.00%	0	0
710 - General Office Building	81	5	0.00%	0.00%	0	0
936 - Coffee/Donut Shop without Drive-Through Window	115	110	43.00%	43.00%	49	47
930 - Fast Casual Restaurant	5	3	0.00%	0.00%	0	0
932 - High-Turnover (Sit-Down) Restaurant	20	19	0.00%	0.00%	0	0
820 - Shopping Center	87	49	0.00%	0.00%	0	0
090 - Park-and-Ride Lot with Bus or Light Rail Service	15	3	0.00%	0.00%	0	0

NEW VEHICLE TRIPS

Land Use	New Vehicle Trips		
	Entry	Exit	Total
210 - Single-Family Detached Housing	3	8	11
220 - Multifamily Housing (Low-Rise)	12	34	46
710 - General Office Building	81	5	86
936 - Coffee/Donut Shop without Drive-Through Window	66	63	129
930 - Fast Casual Restaurant	5	3	8
932 - High-Turnover (Sit-Down) Restaurant	20	19	39
820 - Shopping Center	87	49	136
090 - Park-and-Ride Lot with Bus or Light Rail Service	15	3	18

RESULTS

Site Totals	Entry	Exit	Total
Vehicle Trips Before Reduction	381	271	652
Vehicle Trips After Multi-modal Adjustment	374	267	641
Internal Vehicle Trips	36	36	72
External Vehicle Trips	338	231	569
Internal Vehicle Trip Capture	10%	13%	12%
Pass-by Vehicle Trips	49	47	96
Diverted Vehicle Trips	0	0	0
Extra Reduced Vehicle Trips	0	0	0
New Vehicle Trips	289	184	473
PPV	289	184	473
Truck	0	0	0

Person Trips by Other Modes	7	4	11

VEHICLE TRIPS BEFORE REDUCTION

Land Use & Data Source	Location	IV	Size	Time Period	Method Rate/Equation	Entry Split%	Exit Split%	Total
210 - Single-Family Detached Housing	General Urban/Suburban	Dwelling Units	17	Weekday, Peak Hour of Adjacent Street Traffic,	Best Fit (LOG)	12	7	19
Data Source: Trip Gen Manual, 10th Ed +					Ln(T) =0.96Ln(X) + 0.20	63%	37%	
220 - Multifamily Housing (Low-Rise)	General Urban/Suburban	Dwelling Units	277	Weekday, Peak Hour of Adjacent Street Traffic,	Best Fit (LOG)	92	54	146
Data Source: Trip Gen Manual, 10th Ed +					Ln(T) =0.89Ln(X) - 0.02	63%	37%	

VEHICLE TO PERSON TRIP CONVERSION

BASELINE SITE VEHICLE CHARACTERISTICS:

Land Use	Baseline Site Vehicle Mode Share		Baseline Site Vehicle Occupancy		Baseline Site Vehicle Directional Split	
	Entry (%)	Exit (%)	Entry	Exit	Entry (%)	Exit (%)
210 - Single-Family Detached Housing	100	100	1	1	63	37
220 - Multifamily Housing (Low-Rise)	100	100	1	1	63	37

ESTIMATED BASELINE SITE PERSON TRIPS:

Land Use	Person Trips by Vehicle		Person Trips by Other Modes		Total Baseline Site Person Trips	
	Entry	Exit	Entry	Exit	Entry	Exit
210 - Single-Family Detached Housing	12	7	0	0	12	7
	19		0		19	
220 - Multifamily Housing (Low-Rise)	92	54	0	0	92	54
	146		0		146	

VEHICLE TRIPS AFTER MULTI-MODAL ADJUSTMENT

MODE SHARE:

Land Use	Personal Passenger Vehicle		Truck		Other Modes	
	Entry (%)	Exit (%)	Entry (%)	Exit (%)	Entry (%)	Exit (%)
210 - Single-Family Detached Housing	98%	98%	0%	0%	2%	2%
220 - Multifamily Housing (Low-Rise)	98%	98%	0%	0%	2%	2%

OCCUPANCY:

Land Use	Vehicle	
	Entry	Exit
210 - Single-Family Detached Housing	1.00	1.00
220 - Multifamily Housing (Low-Rise)	1.00	1.00

ADJUSTED VEHICLE TRIPS:

Land Use	Entry				Exit			
	Person Trips	Vehicle Mode Share (%)	Vehicle Occupancy	Vehical Trips	Person Trips	Vehicle Mode Share (%)	Vehicle Occupancy	Vehical Trips
210 - Single-Family Detached Housing	12	98%	1.00	12	7	98%	1.00	7
220 - Multifamily Housing (Low-Rise)	92	98%	1.00	90	54	98%	1.00	53

INTERNAL VEHICLE TRIP REDUCTION

LAND USE GROUP ASSIGNMENT:

Land Use	Land Use Group
210 - Single-Family Detached Housing	Residential
220 - Multifamily Housing (Low-Rise)	Residential

INTERNAL PERSON TRIPS:

210 - Single-Family Detached Housing

Internal Person Trips From	Entry	Exit	Total
Total Internal Person Trips	**0**	**0**	**0**

220 - Multifamily Housing (Low-Rise)

Internal Person Trips From	Entry	Exit	Total
Total Internal Person Trips	**0**	**0**	**0**

INTERNAL VEHICLE TRIPS AND CAPTURE:

210 - Single-Family Detached Housing

Total Internal Person Trips	0	0	0
Vehicle Mode Share	98%	98%	-
Vehicle Occupancy	1.00	1.00	-
Total Vehicle Internal Trips	**0**	**0**	**0**
Total External Vehicle Trips	12	7	19
Internal Vehicle Trip Capture	**0%**	**0%**	**0%**

220 - Multifamily Housing (Low-Rise)

Total Internal Person Trips	0	0	0
Vehicle Mode Share	98%	98%	-
Vehicle Occupancy	1.00	1.00	-
Total Vehicle Internal Trips	**0**	**0**	**0**
Total External Vehicle Trips	90	53	143
Internal Vehicle Trip Capture	**0%**	**0%**	**0%**

PASS-BY VEHICLE TRIP REDUCTION

Land Use	External Vehicle Trips		Pass-by Vehicle Trip %		Pass-by Vehicle Trips	
	Entry	Exit	Entry (%)	Exit (%)	Entry	Exit
210 - Single-Family Detached Housing	12	7	0.00%	0.00%	0	0
220 - Multifamily Housing (Low-Rise)	90	53	0.00%	0.00%	0	0

NEW VEHICLE TRIPS

Land Use	New Vehicle Trips		
	Entry	Exit	Total
210 - Single-Family Detached Housing	12	7	19
220 - Multifamily Housing (Low-Rise)	90	53	143

RESULTS

Site Totals	Entry	Exit	Total
Vehicle Trips Before Reduction	104	61	165

Vehicle Trips After Multi-modal Adjustment	102	60	162
Internal Vehicle Trips	0	0	0
External Vehicle Trips	102	60	162
Internal Vehicle Trip Capture	0%	0%	0%
Pass-by Vehicle Trips	0	0	0
Diverted Vehicle Trips	0	0	0
Extra Reduced Vehicle Trips	0	0	0
New Vehicle Trips	102	60	162
PPV	102	60	162
Truck	0	0	0
Person Trips by Other Modes	2	1	3

VEHICLE TRIPS BEFORE REDUCTION

Land Use & Data Source	Location	IV	Size	Time Period	Method / Rate/Equation	Entry / Split%	Exit / Split%	Total
210 - Single-Family Detached Housing	General	Dwelling Units	10	Weekday, Peak Hour of	Best Fit (LOG)	7	4	11
Data Source: Trip Gen Manual, 10th Ed +	Urban/Suburban			Adjacent Street Traffic,	Ln(T) =0.96Ln(X) + 0.20	63%	37%	
220 - Multifamily Housing (Low-Rise)	General	Dwelling Units	107	Weekday, Peak Hour of	Best Fit (LOG)	40	23	63
Data Source: Trip Gen Manual, 10th Ed +	Urban/Suburban			Adjacent Street Traffic,	Ln(T) =0.89Ln(X) - 0.02	63%	37%	
710 - General Office Building	General	1000 Sq. Ft. GFA	87	Weekday, Peak Hour of	Best Fit (LOG)	16	84	100
Data Source: Trip Gen Manual, 10th Ed +	Urban/Suburban			Adjacent Street Traffic,	Ln(T) =0.95Ln(X) + 0.36	16%	84%	
936 - Coffee/Donut Shop without Drive-Through	General	1000 Sq. Ft. GFA	2.4	Weekday, Peak Hour of	Average	44	44	88
Data Source: Trip Gen Manual, 10th Ed +	Urban/Suburban			Adjacent Street Traffic,	36.31	50%	50%	
925 - Drinking Place	General	1000 Sq. Ft. GFA	5	Weekday, Peak Hour	Average	37	19	56
Data Source: Trip Gen Manual, 10th Ed +	Urban/Suburban			of Adjacent Street	11.36	66%	34%	
930 - Fast Casual Restaurant	General	1000 Sq. Ft. GFA	5	Weekday, Peak Hour of	Average	39	32	71
Data Source: Trip Gen Manual, 10th Ed +	Urban/Suburban			Adjacent Street Traffic,	14.13	55%	45%	
932 - High-Turnover (Sit-Down) Restaurant	General	1000 Sq. Ft. GFA	5	Weekday, Peak Hour of	Average	30	19	49
Data Source: Trip Gen Manual, 10th Ed +	Urban/Suburban			Adjacent Street Traffic,	9.77	62%	38%	
820 - Shopping Center	General	1000 Sq. Ft. GLA	20	Weekday, Peak Hour of	Best Fit (LOG)	79	86	165
Data Source: Trip Gen Manual, 10th Ed +	Urban/Suburban			Adjacent Street Traffic,	Ln(T) =0.74Ln(X) + 2.89	48%	52%	
090 - Park-and-Ride Lot with Bus or Light Rail	General	Occupied Parking Spaces	10	Weekday, Peak Hour of	Best Fit (LIN)	2	5	7
Data Source: Trip Gen Manual, 10th Ed +	Urban/Suburban			Adjacent Street Traffic,	T = 0.54(X) + 1.67	25%	75%	

VEHICLE TO PERSON TRIP CONVERSION

BASELINE SITE VEHICLE CHARACTERISTICS:

Land Use	Baseline Site Vehicle Mode Share		Baseline Site Vehicle Occupancy		Baseline Site Vehicle Directional Split	
	Entry (%)	Exit (%)	Entry	Exit	Entry (%)	Exit (%)
210 - Single-Family Detached Housing	100	100	1	1	63	37
220 - Multifamily Housing (Low-Rise)	100	100	1	1	63	37
710 - General Office Building	100	100	1	1	16	84
936 - Coffee/Donut Shop without Drive-Through Window	100	100	1	1	50	50
925 - Drinking Place	100	100	1	1	66	34
930 - Fast Casual Restaurant	100	100	1	1	55	45
932 - High-Turnover (Sit-Down) Restaurant	100	100	1	1	62	38
820 - Shopping Center	100	100	1	1	48	52
090 - Park-and-Ride Lot with Bus or Light Rail Service	100	100	1	1	25	75

ESTIMATED BASELINE SITE PERSON TRIPS:

Land Use	Person Trips by Vehicle		Person Trips by Other Modes		Total Baseline Site Person Trips	
	Entry	Exit	Entry	Exit	Entry	Exit
210 - Single-Family Detached Housing	7	4	0	0	7	4
	11		0		11	
220 - Multifamily Housing (Low-Rise)	40	23	0	0	40	23
	63		0		63	
710 - General Office Building	16	84	0	0	16	84
	100		0		100	
936 - Coffee/Donut Shop without Drive-Through Window	44	44	0	0	44	44
	88		0		88	
925 - Drinking Place	37	19	0	0	37	19
	56		0		56	
930 - Fast Casual Restaurant	39	32	0	0	39	32
	71		0		71	
932 - High-Turnover (Sit-Down) Restaurant	30	19	0	0	30	19
	49		0		49	
820 - Shopping Center	79	86	0	0	79	86
	165		0		165	
090 - Park-and-Ride Lot with Bus or Light Rail Service	2	5	0	0	2	5
	7		0		7	

VEHICLE TRIPS AFTER MULTI-MODAL ADJUSTMENT

MODE SHARE:

Land Use	Personal Passenger Vehicle		Truck		Other Modes	
	Entry (%)	Exit (%)	Entry (%)	Exit (%)	Entry (%)	Exit (%)
210 - Single-Family Detached Housing	98%	98%	0%	0%	2%	2%
220 - Multifamily Housing (Low-Rise)	98%	98%	0%	0%	2%	2%
710 - General Office Building	98%	98%	0%	0%	2%	2%
936 - Coffee/Donut Shop without Drive-Through Window	98%	98%	0%	0%	2%	2%
925 - Drinking Place	98%	98%	0%	0%	2%	2%
930 - Fast Casual Restaurant	98%	98%	0%	0%	2%	2%
932 - High-Turnover (Sit-Down) Restaurant	98%	98%	0%	0%	2%	2%
820 - Shopping Center	98%	98%	0%	0%	2%	2%
090 - Park-and-Ride Lot with Bus or Light Rail Service	98%	98%	0%	0%	2%	2%

OCCUPANCY:

Land Use	Vehicle	
	Entry	Exit
210 - Single-Family Detached Housing	1.00	1.00
220 - Multifamily Housing (Low-Rise)	1.00	1.00
710 - General Office Building	1.00	1.00
936 - Coffee/Donut Shop without Drive-Through Window	1.00	1.00
925 - Drinking Place	1.00	1.00
930 - Fast Casual Restaurant	1.00	1.00
932 - High-Turnover (Sit-Down) Restaurant	1.00	1.00
820 - Shopping Center	1.00	1.00
090 - Park-and-Ride Lot with Bus or Light Rail Service	1.00	1.00

ADJUSTED VEHICLE TRIPS:

Land Use	Entry				Exit			
	Person Trips	Vehicle Mode Share (%)	Vehicle Occupancy	Vehical Trips	Person Trips	Vehicle Mode Share (%)	Vehicle Occupancy	Vehical Trips
210 - Single-Family Detached Housing	7	98%	1.00	7	4	98%	1.00	4
220 - Multifamily Housing (Low-Rise)	40	98%	1.00	39	23	98%	1.00	23
710 - General Office Building	16	98%	1.00	16	84	98%	1.00	82
936 - Coffee/Donut Shop without Drive-Through	44	98%	1.00	43	44	98%	1.00	43
925 - Drinking Place	37	98%	1.00	36	19	98%	1.00	19
930 - Fast Casual Restaurant	39	98%	1.00	38	32	98%	1.00	31
932 - High-Turnover (Sit-Down) Restaurant	30	98%	1.00	29	19	98%	1.00	19
820 - Shopping Center	79	98%	1.00	77	86	98%	1.00	84
090 - Park-and-Ride Lot with Bus or Light Rail	2	98%	1.00	2	5	98%	1.00	5

INTERNAL VEHICLE TRIP REDUCTION

LAND USE GROUP ASSIGNMENT:

Land Use	Land Use Group
210 - Single-Family Detached Housing	Residential
220 - Multifamily Housing (Low-Rise)	Residential
710 - General Office Building	Office
936 - Coffee/Donut Shop without Drive-Through Window	Resturant
925 - Drinking Place	Resturant
930 - Fast Casual Restaurant	Resturant
932 - High-Turnover (Sit-Down) Restaurant	Resturant
820 - Shopping Center	Retail
090 - Park-and-Ride Lot with Bus or Light Rail Service	Others

INTERNAL PERSON TRIPS:

210 - Single-Family Detached Housing

Internal Person Trips From	Entry	Exit	Total
220 - Multifamily Housing (Low-Rise)	0	0	0
710 - General Office Building	0	0	0
936 - Coffee/Donut Shop without Drive-Through Window	0	0	0
925 - Drinking Place	0	0	0
930 - Fast Casual Restaurant	0	0	0
932 - High-Turnover (Sit-Down) Restaurant	0	0	0
820 - Shopping Center	2	1	2
090 - Park-and-Ride Lot with Bus or Light Rail Service	0	0	0
Total Internal Person Trips	**2**	**1**	**3**

220 - Multifamily Housing (Low-Rise)

Internal Person Trips From	Entry	Exit	Total
210 - Single-Family Detached Housing	0	0	0
710 - General Office Building	1	0	1
936 - Coffee/Donut Shop without Drive-Through Window	1	1	1
925 - Drinking Place	0	1	1
930 - Fast Casual Restaurant	1	1	1
932 - High-Turnover (Sit-Down) Restaurant	0	1	1
820 - Shopping Center	9	4	13
090 - Park-and-Ride Lot with Bus or Light Rail Service	0	0	0
Total Internal Person Trips	**12**	**8**	**20**

710 - General Office Building

Internal Person Trips From	Entry	Exit	Total
210 - Single-Family Detached Housing	0	0	0
220 - Multifamily Housing (Low-Rise)	0	1	1
936 - Coffee/Donut Shop without Drive-Through Window	0	0	1
925 - Drinking Place	0	0	0
930 - Fast Casual Restaurant	0	0	0
932 - High-Turnover (Sit-Down) Restaurant	0	0	0
820 - Shopping Center	2	6	8
090 - Park-and-Ride Lot with Bus or Light Rail Service	0	0	0
Total Internal Person Trips	**2**	**7**	**9**

936 - Coffee/Donut Shop without Drive-Through Window

Internal Person Trips From	Entry	Exit	Total
210 - Single-Family Detached Housing	0	0	0
220 - Multifamily Housing (Low-Rise)	1	1	1
710 - General Office Building	0	0	1
925 - Drinking Place	0	0	0
930 - Fast Casual Restaurant	0	0	0
932 - High-Turnover (Sit-Down) Restaurant	0	0	0
820 - Shopping Center	3	4	8
090 - Park-and-Ride Lot with Bus or Light Rail Service	0	0	0
Total Internal Person Trips	**4**	**5**	**9**

925 - Drinking Place

Internal Person Trips From	Entry	Exit	Total
210 - Single-Family Detached Housing	0	0	0
220 - Multifamily Housing (Low-Rise)	1	0	1
710 - General Office Building	0	0	0
936 - Coffee/Donut Shop without Drive-Through Window	0	0	0
930 - Fast Casual Restaurant	0	0	0
932 - High-Turnover (Sit-Down) Restaurant	0	0	0
820 - Shopping Center	3	2	5
090 - Park-and-Ride Lot with Bus or Light Rail Service	0	0	0
Total Internal Person Trips	**4**	**2**	**6**

930 - Fast Casual Restaurant

Internal Person Trips From	Entry	Exit	Total
210 - Single-Family Detached Housing	0	0	0
220 - Multifamily Housing (Low-Rise)	1	1	1
710 - General Office Building	0	0	0
936 - Coffee/Donut Shop without Drive-Through Window	0	0	0
925 - Drinking Place	0	0	0
932 - High-Turnover (Sit-Down) Restaurant	0	0	0
820 - Shopping Center	3	3	6
090 - Park-and-Ride Lot with Bus or Light Rail Service	0	0	0
Total Internal Person Trips	**4**	**4**	**8**

932 - High-Turnover (Sit-Down) Restaurant

Internal Person Trips From	Entry	Exit	Total
210 - Single-Family Detached Housing	0	0	0
220 - Multifamily Housing (Low-Rise)	1	0	1
710 - General Office Building	0	0	0
936 - Coffee/Donut Shop without Drive-Through Window	0	0	0
925 - Drinking Place	0	0	0
930 - Fast Casual Restaurant	0	0	0
820 - Shopping Center	2	2	4
090 - Park-and-Ride Lot with Bus or Light Rail Service	0	0	0
Total Internal Person Trips	**3**	**2**	**5**

820 - Shopping Center

Internal Person Trips From	Entry	Exit	Total
210 - Single-Family Detached Housing	1	2	2
220 - Multifamily Housing (Low-Rise)	4	9	13
710 - General Office Building	6	2	8
936 - Coffee/Donut Shop without Drive-Through Window	4	3	8

925 - Drinking Place	2	3	5
930 - Fast Casual Restaurant	3	3	6
932 - High-Turnover (Sit-Down) Restaurant	2	2	4
090 - Park-and-Ride Lot with Bus or Light Rail Service	0	0	0
Total Internal Person Trips	**22**	**24**	**46**

090 - Park-and-Ride Lot with Bus or Light Rail Service

Internal Person Trips From	Entry	Exit	Total
210 - Single-Family Detached Housing	0	0	0
220 - Multifamily Housing (Low-Rise)	0	0	0
710 - General Office Building	0	0	0
936 - Coffee/Donut Shop without Drive-Through Window	0	0	0
925 - Drinking Place	0	0	0
930 - Fast Casual Restaurant	0	0	0
932 - High-Turnover (Sit-Down) Restaurant	0	0	0
820 - Shopping Center	0	0	0
Total Internal Person Trips	**0**	**0**	**0**

INTERNAL VEHICLE TRIPS AND CAPTURE:

210 - Single-Family Detached Housing

Total Internal Person Trips	2	1	3
Vehicle Mode Share	98%	98%	-
Vehicle Occupancy	1.00	1.00	-
Total Vehicle Internal Trips	**2**	**1**	**3**
Total External Vehicle Trips	5	3	8
Internal Vehicle Trip Capture	**29%**	**25%**	**27%**

220 - Multifamily Housing (Low-Rise)

Total Internal Person Trips	12	8	20
Vehicle Mode Share	98%	98%	-
Vehicle Occupancy	1.00	1.00	-
Total Vehicle Internal Trips	**12**	**8**	**20**
Total External Vehicle Trips	27	15	42
Internal Vehicle Trip Capture	**31%**	**35%**	**32%**

710 - General Office Building

Total Internal Person Trips	2	7	9
Vehicle Mode Share	98%	98%	-
Vehicle Occupancy	1.00	1.00	-
Total Vehicle Internal Trips	**2**	**7**	**9**
Total External Vehicle Trips	14	75	89
Internal Vehicle Trip Capture	**12%**	**9%**	**9%**

936 - Coffee/Donut Shop without Drive-Through Window

Total Internal Person Trips	4	5	9
Vehicle Mode Share	98%	98%	-
Vehicle Occupancy	1.00	1.00	-
Total Vehicle Internal Trips	**4**	**5**	**9**
Total External Vehicle Trips	39	38	77
Internal Vehicle Trip Capture	**9%**	**12%**	**10%**

925 - Drinking Place

Total Internal Person Trips	4	2	6
Vehicle Mode Share	98%	98%	-
Vehicle Occupancy	1.00	1.00	-
Total Vehicle Internal Trips	**4**	**2**	**6**
Total External Vehicle Trips	32	17	49
Internal Vehicle Trip Capture	**11%**	**11%**	**11%**

930 - Fast Casual Restaurant

Total Internal Person Trips	4	4	8
Vehicle Mode Share	98%	98%	-
Vehicle Occupancy	1.00	1.00	-
Total Vehicle Internal Trips	**4**	**4**	**8**
Total External Vehicle Trips	34	27	61
Internal Vehicle Trip Capture	**11%**	**13%**	**12%**

932 - High-Turnover (Sit-Down) Restaurant

Total Internal Person Trips	3	2	5
Vehicle Mode Share	98%	98%	-
Vehicle Occupancy	1.00	1.00	-
Total Vehicle Internal Trips	**3**	**2**	**5**
Total External Vehicle Trips	26	17	43
Internal Vehicle Trip Capture	**10%**	**11%**	**10%**

820 - Shopping Center

Total Internal Person Trips	22	24	46
Vehicle Mode Share	98%	98%	-
Vehicle Occupancy	1.00	1.00	-
Total Vehicle Internal Trips	**22**	**24**	**46**
Total External Vehicle Trips	55	60	115
Internal Vehicle Trip Capture	**29%**	**29%**	**29%**

090 - Park-and-Ride Lot with Bus or Light Rail Service

Total Internal Person Trips	0	0	0
Vehicle Mode Share	98%	98%	-
Vehicle Occupancy	1.00	1.00	-
Total Vehicle Internal Trips	**0**	**0**	**0**
Total External Vehicle Trips	2	5	7
Internal Vehicle Trip Capture	**0%**	**0%**	**0%**

PASS-BY VEHICLE TRIP REDUCTION

Land Use	External Vehicle Trips		Pass-by Vehicle Trip %		Pass-by Vehicle Trips	
	Entry	Exit	Entry (%)	Exit (%)	Entry	Exit

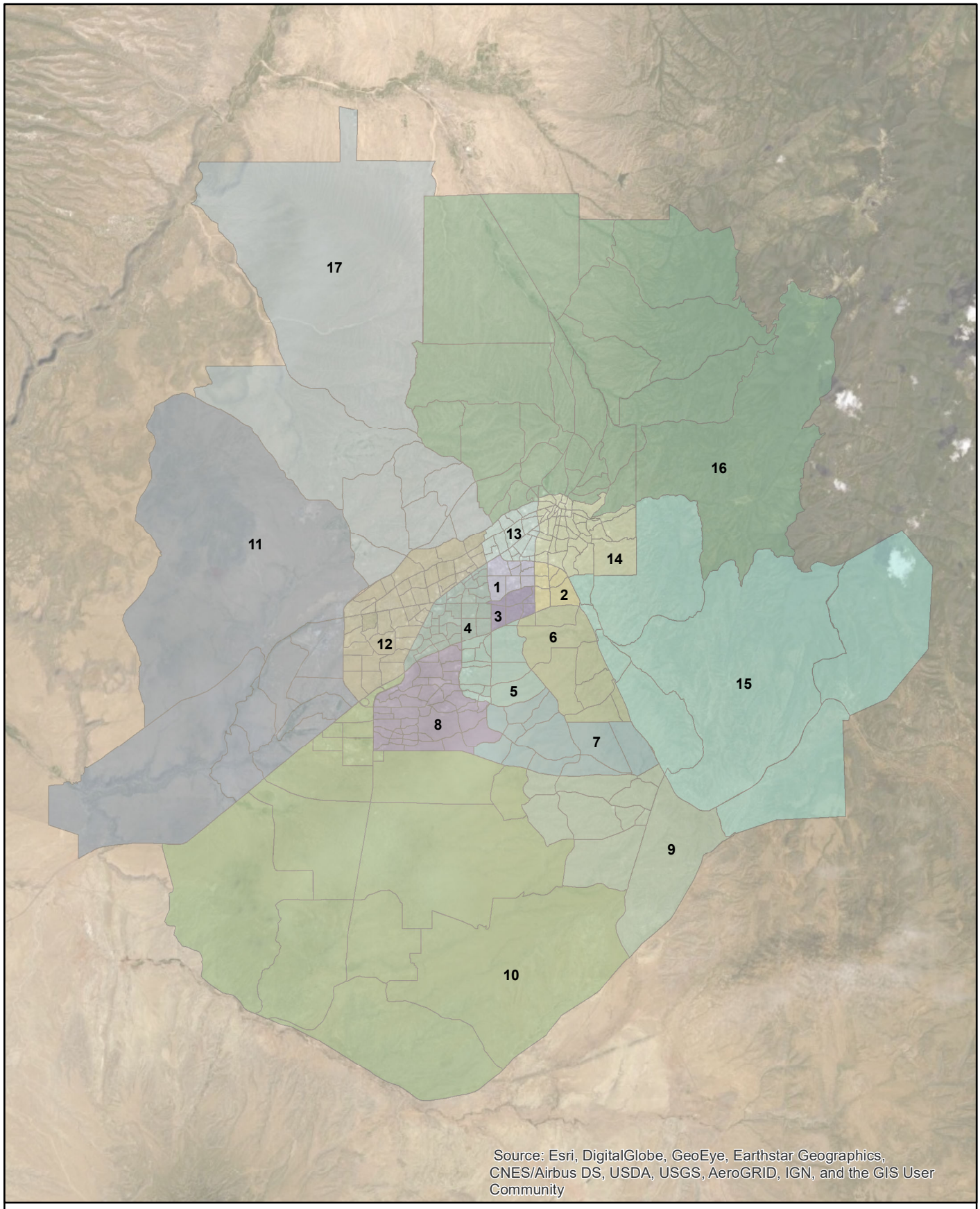
210 - Single-Family Detached Housing	5	3	0.00%	0.00%	0	0
220 - Multifamily Housing (Low-Rise)	27	15	0.00%	0.00%	0	0
710 - General Office Building	14	75	0.00%	0.00%	0	0
936 - Coffee/Donut Shop without Drive-Through Window	39	38	34.00%	34.00%	13	13
925 - Drinking Place	32	17	0.00%	0.00%	0	0
930 - Fast Casual Restaurant	34	27	43.00%	43.00%	15	12
932 - High-Turnover (Sit-Down) Restaurant	26	17	43.00%	43.00%	11	7
820 - Shopping Center	55	60	34.00%	34.00%	19	20
090 - Park-and-Ride Lot with Bus or Light Rail Service	2	5	0.00%	0.00%	0	0

NEW VEHICLE TRIPS

Land Use	New Vehicle Trips		
	Entry	Exit	Total
210 - Single-Family Detached Housing	5	3	8
220 - Multifamily Housing (Low-Rise)	27	15	42
710 - General Office Building	14	75	89
936 - Coffee/Donut Shop without Drive-Through Window	26	25	51
925 - Drinking Place	32	17	49
930 - Fast Casual Restaurant	19	15	34
932 - High-Turnover (Sit-Down) Restaurant	15	10	25
820 - Shopping Center	36	40	76
090 - Park-and-Ride Lot with Bus or Light Rail Service	2	5	7

RESULTS

Site Totals	Entry	Exit	Total
Vehicle Trips Before Reduction	294	316	610
Vehicle Trips After Multi-modal Adjustment	287	310	597
Internal Vehicle Trips	53	53	106
External Vehicle Trips	234	257	491
Internal Vehicle Trip Capture	18%	17%	18%
Pass-by Vehicle Trips	58	52	110
Diverted Vehicle Trips	0	0	0
Extra Reduced Vehicle Trips	0	0	0
New Vehicle Trips	176	205	381
PPV	176	205	381
Truck	0	0	0
Person Trips by Other Modes	7	6	13



Bohannan Huston
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N
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0 11,500 23,000 Feet
1 in = 23,791 ft

Zia Station

Santa Fe Region Subareas

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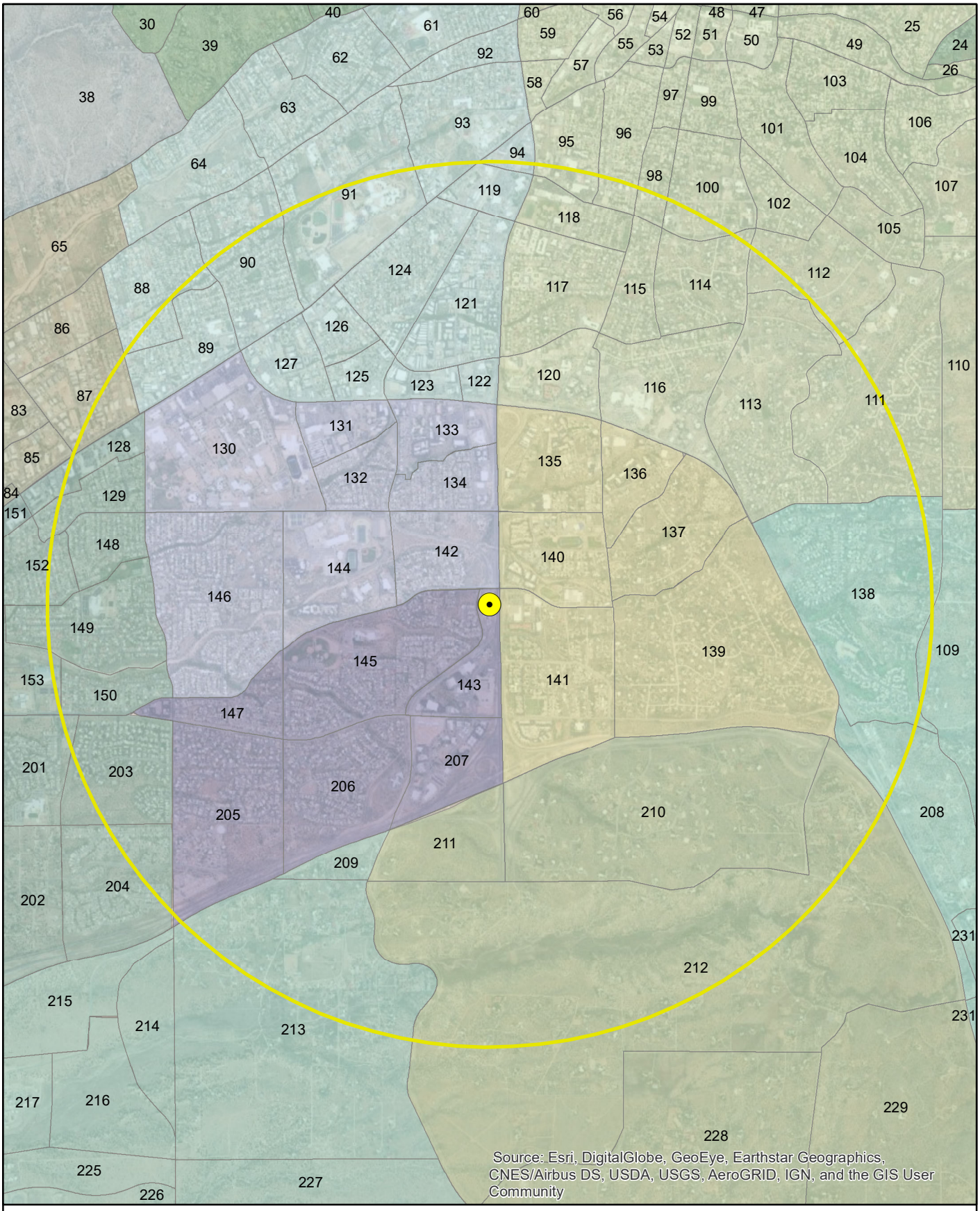
Author: mbishop

November 2020



Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

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0 1,600 3,200 Feet
1 in = 3,182 ft

Zia Station

Santa Fe Region Traffic Analysis Zones

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Author: mbishop

November 2020

ZIA STATION EMPLOYMENT TRIP DISTRIBUTION
DWELLING UNIT BY AGGREGATED TAZ
2019

Aggregated TAZ's	Dwelling Units 2015	Dwelling Units 2040	Dwelling Units 2019	DISTANCE (D)	DU./DIST. 2019	% 2019	St. Francis - To/From North % Utilizing	St. Francis - To/From North % DU/D Dist. Utilizing	St. Francis - To/From North EMP/Dist
1	2,164	2,244	2,176	0.92	2,365	9.89%	50%	4.94%	1,183
2	1,567	1,587	1,570	0.66	2,379	9.95%	25%	2.49%	595
3	1,896	1,996	1,911	0.94	2,033	8.50%			
4	4,527	6,676	4,845	2.83	1,712	7.16%			
5	628	1,640	778	2.96	263	1.10%			
6	753	878	772	2.88	268	1.12%			
7	0	0	0	5.29	0	0.00%			
8	1,365	2,947	1,599	5.37	298	1.25%			
9	3,141	3,176	3,146	9.08	346	1.45%			
10	2,341	2,866	2,419	9.38	258	1.08%			
11	1,269	1,539	1,309	9.08	144	0.60%			
12	11,339	16,891	12,162	4.55	2,673	11.18%	20%	2.24%	535
13	5,573	5,688	5,590	1.92	2,911	12.17%	80%	9.74%	2,329
14	8,102	8,102	8,102	2.49	3,254	13.60%	70%	9.52%	2,278
15	1,903	1,903	1,903	4.93	386	1.61%			
16	8,407	8,875	8,476	5.91	1,434	6.00%	100%	6.00%	1,434
17	1,709	2,060	1,761	8.37	210	0.88%	50%	0.44%	105
ABQ	360,969	440,520	372,754	125.00	2,982	12.47%			
TOTALS =	417,653	509,588	431,273		23,917	100%		35%	

2015 and 2040 Santa Fe Tmodel Socioeconomic Forecasts

ABQ values from MRCOG 2040 Forecasts - Distance adjusted to reflect estimated percentage from Albuquerque

ZIA STATION EMPLOYMENT TRIP DISTRIBUTION
DWELLING UNIT BY AGGREGATED TAZ
2019

Aggregated TAZ's	Dwelling Units 2015	Dwelling Units 2040	Dwelling Units 2019	DISTANCE (D)	DU./DIST. 2019	% 2019	St. Francis - To/From South % Utilizing	St. Francis - To/From South % DU/D Dist. Utilizing	St. Francis - To/From South EMP/Dist
1	2,164	2,244	2,176	0.92	2,365	9.89%			
2	1,567	1,587	1,570	0.66	2,379	9.95%	10%	0.99%	238
3	1,896	1,996	1,911	0.94	2,033	8.50%			
4	4,527	6,676	4,845	2.83	1,712	7.16%	20%	1.43%	342
5	628	1,640	778	2.96	263	1.10%			
6	753	878	772	2.88	268	1.12%	100%	1.12%	
7	0	0	0	5.29	0	0.00%	100%	0.00%	0
8	1,365	2,947	1,599	5.37	298	1.25%	40%	0.50%	119
9	3,141	3,176	3,146	9.08	346	1.45%	100%	1.45%	346
10	2,341	2,866	2,419	9.38	258	1.08%	40%	0.43%	103
11	1,269	1,539	1,309	9.08	144	0.60%	50%	0.30%	72
12	11,339	16,891	12,162	4.55	2,673	11.18%	20%	2.24%	
13	5,573	5,688	5,590	1.92	2,911	12.17%			
14	8,102	8,102	8,102	2.49	3,254	13.60%			
15	1,903	1,903	1,903	4.93	386	1.61%	100%	1.61%	386
16	8,407	8,875	8,476	5.91	1,434	6.00%			
17	1,709	2,060	1,761	8.37	210	0.88%			
ABQ	360,969	440,520	372,754	125.00	2,982	12.47%	100%	12.47%	2,982
TOTALS =	417,653	509,588	431,273		23,917	100%		23% Round down to 22	

2015 and 2040 Santa Fe Tmodel Socioeconomic Forecasts

ABQ values from MRCOG 2040 Forecasts - Distance adjusted to reflect estimated percentage from Albuquerque

ZIA STATION EMPLOYMENT TRIP DISTRIBUTION
DWELLING UNIT BY AGGREGATED TAZ
2019

Aggregated TAZ's	Dwelling Units 2015	Dwelling Units 2040	Dwelling Units 2019	DISTANCE (D)	DU./DIST. 2019	% 2019	Zia - To/From West % Utilizing	Zia - To/From West % DU/D Dist. Utilizing	Zia - To/From West EMP/Dist
1	2,164	2,244	2,176	0.92	2,365	9.89%	50%	4.94%	1,183
2	1,567	1,587	1,570	0.66	2,379	9.95%			
3	1,896	1,996	1,911	0.94	2,033	8.50%	40%	3.40%	813
4	4,527	6,676	4,845	2.83	1,712	7.16%	50%	3.58%	856
5	628	1,640	778	2.96	263	1.10%	70%	0.77%	184
6	753	878	772	2.88	268	1.12%			
7	0	0	0	5.29	0	0.00%			
8	1,365	2,947	1,599	5.37	298	1.25%	60%	0.75%	179
9	3,141	3,176	3,146	9.08	346	1.45%			
10	2,341	2,866	2,419	9.38	258	1.08%	60%	0.65%	155
11	1,269	1,539	1,309	9.08	144	0.60%	50%	0.30%	72
12	11,339	16,891	12,162	4.55	2,673	11.18%	40%	4.47%	1,069
13	5,573	5,688	5,590	1.92	2,911	12.17%	20%	2.43%	582
14	8,102	8,102	8,102	2.49	3,254	13.60%			
15	1,903	1,903	1,903	4.93	386	1.61%			
16	8,407	8,875	8,476	5.91	1,434	6.00%			
17	1,709	2,060	1,761	8.37	210	0.88%	50%	0.44%	105
ABQ	360,969	440,520	372,754	125.00	2,982	12.47%			
TOTALS =	417,653	509,588	431,273		23,917	100%		22%	

2015 and 2040 Santa Fe Tmodel Socioeconomic Forecasts

ABQ values from MRCOG 2040 Forecasts - Distance adjusted to reflect estimated percentage from Albuquerque

ZIA STATION EMPLOYMENT TRIP DISTRIBUTION
DWELLING UNIT BY AGGREGATED TAZ
2019

Aggregated TAZ's	Dwelling Units 2015	Dwelling Units 2040	Dwelling Units 2019	DISTANCE (D)	DU./DIST. 2019	% 2019	Zia - To/From East % Utilizing	Zia - To/From East % DU/D Dist. Utilizing	Zia - To/From East EMP/Dist
1	2,164	2,244	2,176	0.92	2,365	9.89%			
2	1,567	1,587	1,570	0.66	2,379	9.95%	35%	3.48%	833
3	1,896	1,996	1,911	0.94	2,033	8.50%			
4	4,527	6,676	4,845	2.83	1,712	7.16%			
5	628	1,640	778	2.96	263	1.10%			
6	753	878	772	2.88	268	1.12%			
7	0	0	0	5.29	0	0.00%			
8	1,365	2,947	1,599	5.37	298	1.25%			
9	3,141	3,176	3,146	9.08	346	1.45%			
10	2,341	2,866	2,419	9.38	258	1.08%			
11	1,269	1,539	1,309	9.08	144	0.60%			
12	11,339	16,891	12,162	4.55	2,673	11.18%			
13	5,573	5,688	5,590	1.92	2,911	12.17%			
14	8,102	8,102	8,102	2.49	3,254	13.60%	30%	4.08%	976
15	1,903	1,903	1,903	4.93	386	1.61%			
16	8,407	8,875	8,476	5.91	1,434	6.00%			
17	1,709	2,060	1,761	8.37	210	0.88%			
ABQ	360,969	440,520	372,754	125.00	2,982	12.47%			
TOTALS =	417,653	509,588	431,273		23,917	100%		8%	

2015 and 2040 Santa Fe Tmodel Socioeconomic Forecasts

ABQ values from MRCOG 2040 Forecasts - Distance adjusted to reflect estimated percentage from Albuquerque

ZIA STATION EMPLOYMENT TRIP DISTRIBUTION
DWELLING UNIT BY AGGREGATED TAZ
2019

Aggregated TAZ's	Dwelling Units 2015	Dwelling Units 2040	Dwelling Units 2019	DISTANCE (D)	DU./DIST. 2019	% 2019	Rodeo - To/From West % Utilizing	Rodeo - To/From West % DU/D Dist. Utilizing	Rodeo - To/From West EMP/Dist
1	2,164	2,244	2,176	0.92	2,365	9.89%			
2	1,567	1,587	1,570	0.66	2,379	9.95%			
3	1,896	1,996	1,911	0.94	2,033	8.50%	60%	5.10%	1,220
4	4,527	6,676	4,845	2.83	1,712	7.16%	30%	2.15%	514
5	628	1,640	778	2.96	263	1.10%	30%	0.33%	79
6	753	878	772	2.88	268	1.12%			
7	0	0	0	5.29	0	0.00%			
8	1,365	2,947	1,599	5.37	298	1.25%			
9	3,141	3,176	3,146	9.08	346	1.45%			
10	2,341	2,866	2,419	9.38	258	1.08%			
11	1,269	1,539	1,309	9.08	144	0.60%			
12	11,339	16,891	12,162	4.55	2,673	11.18%	20%	2.24%	535
13	5,573	5,688	5,590	1.92	2,911	12.17%			
14	8,102	8,102	8,102	2.49	3,254	13.60%			
15	1,903	1,903	1,903	4.93	386	1.61%			
16	8,407	8,875	8,476	5.91	1,434	6.00%			
17	1,709	2,060	1,761	8.37	210	0.88%			
ABQ	360,969	440,520	372,754	125.00	2,982	12.47%			
TOTALS =	417,653	509,588	431,273		23,917	100%		10%	

2015 and 2040 Santa Fe Tmodel Socioeconomic Forecasts

ABQ values from MRCOG 2040 Forecasts - Distance adjusted to reflect estimated percentage from Albuquerque

ZIA STATION EMPLOYMENT TRIP DISTRIBUTION
DWELLING UNIT BY AGGREGATED TAZ
2019

Aggregated TAZ's	Dwelling Units 2015	Dwelling Units 2040	Dwelling Units 2019	DISTANCE (D)	DU./DIST. 2019	% 2019	Rodeo - To/From East % Utilizing	Rodeo - To/From East % DU/D Dist. Utilizing	Rodeo - To/From East EMP/Dist
1	2,164	2,244	2,176	0.92	2,365	9.89%			
2	1,567	1,587	1,570	0.66	2,379	9.95%	30%	2.98%	714
3	1,896	1,996	1,911	0.94	2,033	8.50%			
4	4,527	6,676	4,845	2.83	1,712	7.16%			
5	628	1,640	778	2.96	263	1.10%			
6	753	878	772	2.88	268	1.12%			
7	0	0	0	5.29	0	0.00%			
8	1,365	2,947	1,599	5.37	298	1.25%			
9	3,141	3,176	3,146	9.08	346	1.45%			
10	2,341	2,866	2,419	9.38	258	1.08%			
11	1,269	1,539	1,309	9.08	144	0.60%			
12	11,339	16,891	12,162	4.55	2,673	11.18%			
13	5,573	5,688	5,590	1.92	2,911	12.17%			
14	8,102	8,102	8,102	2.49	3,254	13.60%			
15	1,903	1,903	1,903	4.93	386	1.61%			
16	8,407	8,875	8,476	5.91	1,434	6.00%			
17	1,709	2,060	1,761	8.37	210	0.88%			
ABQ	360,969	440,520	372,754	125.00	2,982	12.47%			
TOTALS =	417,653	509,588	431,273		23,917	100%		3%	

2015 and 2040 Santa Fe Tmodel Socioeconomic Forecasts

ABQ values from MRCOG 2040 Forecasts - Distance adjusted to reflect estimated percentage from Albuquerque

ZIA STATION EMPLOYMENT TRIP DISTRIBUTION
DWELLING UNIT BY AGGREGATED TAZ
2019

Aggregated TAZ's	Dwelling Units 2015	2040	2019	DISTANCE (D)	DU./DIST. 2019	% 2019		
1	2,164	2,244	2,176	0.92	2,365	9.89%	9.89%	100%
2	1,567	1,587	1,570	0.66	2,379	9.95%	9.95%	100%
3	1,896	1,996	1,911	0.94	2,033	8.50%	8.50%	100%
4	4,527	6,676	4,845	2.83	1,712	7.16%	7.16%	100%
5	628	1,640	778	2.96	263	1.10%	1.10%	100%
6	753	878	772	2.88	268	1.12%	1.12%	100%
7	0	0	0	5.29	0	0.00%	0.00%	100%
8	1,365	2,947	1,599	5.37	298	1.25%	1.25%	100%
9	3,141	3,176	3,146	9.08	346	1.45%	1.45%	100%
10	2,341	2,866	2,419	9.38	258	1.08%	1.08%	100%
11	1,269	1,539	1,309	9.08	144	0.60%	0.60%	100%
12	11,339	16,891	12,162	4.55	2,673	11.18%	11.18%	100%
13	5,573	5,688	5,590	1.92	2,911	12.17%	12.17%	100%
14	8,102	8,102	8,102	2.49	3,254	13.60%	13.60%	100%
15	1,903	1,903	1,903	4.93	386	1.61%	1.61%	100%
16	8,407	8,875	8,476	5.91	1,434	6.00%	6.00%	100%
17	1,709	2,060	1,761	8.37	210	0.88%	0.88%	100%
ABQ	360,969	440,520	372,754	125.00	2,982	12.47%	12.47%	100%
							100.00%	
TOTALS =	417,653	509,588	431,273		23,917	100%	100.00%	

2015 and 2040 Santa Fe Tmodel Socioeconomic Forecasts

ABQ values from MRCOG 2040 Forecasts - Distance adjusted to reflect estimated percentage from Albuquerque

ZIA STATION RESIDENTIAL TRIP DISTRIBUTION
EMPLOYMENT BY AGGREGATED TAZ
2019

Aggregated TAZ's	Employees 2015	Employees 2040	Employees 2019	DISTANCE (D)	EMP./DIST. 2019	% 2019	St. Francis - To/From North % Employment/D % Utilizing	St. Francis - To/From North % Employment/D Dist. Utilizing	St. Francis - To/From North % Employment/D EMP/Dist
1	3,453	2,540	3,318	0.92	3,606	12.76%	50%	6.38%	1,803
2	1,986	1,822	1,962	0.66	2,972	10.52%	25%	2.63%	743
3	1,298	1,776	1,369	0.94	1,456	5.15%			
4	4,183	8,318	4,796	2.83	1,695	6.00%			
5	325	417	339	2.96	114	0.40%			
6	248	345	262	2.88	91	0.32%			
7	42	38	41	5.29	8	0.03%			
8	1,350	1,792	1,415	5.37	264	0.93%			
9	655	654	655	9.08	72	0.26%			
10	1,082	1,094	1,084	9.38	116	0.41%			
11	399	1,984	634	9.08	70	0.25%			
12	6,827	8,904	7,135	4.55	1,568	5.55%	20%	1.11%	314
13	5,956	4,456	5,734	1.92	2,986	10.57%	80%	8.45%	2,389
14	23,927	18,392	23,107	2.49	9,280	32.83%	70%	22.98%	6,496
15	552	551	552	4.93	112	0.40%			
16	2,748	2,613	2,728	5.91	462	1.63%	100%	1.63%	462
17	326	376	333	8.37	40	0.14%	50%	0.07%	20
ABQ	412,083	460,021	419,185	125.00	3,353	11.86%			
TOTALS =	467,440	516,093	474,648		28,265	100.00%		43%	

2015 and 2040 Santa Fe Tmodel Socioeconomic Forecasts

ABQ values from MRCOG 2040 Forecasts - Distance adjusted to reflect estimated percentage from Albuquerque

ZIA STATION RESIDENTIAL TRIP DISTRIBUTION
EMPLOYMENT BY AGGREGATED TAZ
2019

Aggregated TAZ's	Employees 2015	Employees 2040	Employees 2019	DISTANCE (D)	EMP./DIST. 2019	% 2019	St. Francis - To/From South % Employment/D % Utilizing	% Employment/D Dist. Utilizing	% Employment/D EMP/Dist
1	3,453	2,540	3,318	0.92	3,606	12.76%			
2	1,986	1,822	1,962	0.66	2,972	10.52%	10%	1.05%	297
3	1,298	1,776	1,369	0.94	1,456	5.15%			
4	4,183	8,318	4,796	2.83	1,695	6.00%	20%	1.20%	339
5	325	417	339	2.96	114	0.40%			
6	248	345	262	2.88	91	0.32%	100%	0.32%	91
7	42	38	41	5.29	8	0.03%	100%	0.03%	8
8	1,350	1,792	1,415	5.37	264	0.93%	40%	0.37%	105
9	655	654	655	9.08	72	0.26%	100%	0.26%	72
10	1,082	1,094	1,084	9.38	116	0.41%	40%	0.16%	46
11	399	1,984	634	9.08	70	0.25%	50%	0.12%	35
12	6,827	8,904	7,135	4.55	1,568	5.55%	20%	1.11%	314
13	5,956	4,456	5,734	1.92	2,986	10.57%			
14	23,927	18,392	23,107	2.49	9,280	32.83%			
15	552	551	552	4.93	112	0.40%	100%	0.40%	112
16	2,748	2,613	2,728	5.91	462	1.63%			
17	326	376	333	8.37	40	0.14%			
ABQ	412,083	460,021	419,185	125.00	3,353	11.86%	100%	11.86%	3,353
TOTALS =	467,440	516,093	474,648		28,265	100.00%		17%	

2015 and 2040 Santa Fe Tmodel Socioeconomic Forecasts

ABQ values from MRCOG 2040 Forecasts - Distance adjusted to reflect estimated percentage from Albuquerque

ZIA STATION RESIDENTIAL TRIP DISTRIBUTION
EMPLOYMENT BY AGGREGATED TAZ
2019

Aggregated TAZ's	Employees 2015	Employees 2040	2019	DISTANCE (D)	EMP./DIST. 2019	% 2019	Zia - To/From West % Utilizing	Zia - To/From West % Employment/D Dist. Utilizing	Zia - To/From West EMP/Dist
1	3,453	2,540	3,318	0.92	3,606	12.76%	50%	6.38%	1,803
2	1,986	1,822	1,962	0.66	2,972	10.52%			
3	1,298	1,776	1,369	0.94	1,456	5.15%	40%	2.06%	582
4	4,183	8,318	4,796	2.83	1,695	6.00%	50%	3.00%	847
5	325	417	339	2.96	114	0.40%	70%	0.28%	80
6	248	345	262	2.88	91	0.32%			
7	42	38	41	5.29	8	0.03%			
8	1,350	1,792	1,415	5.37	264	0.93%	60%	0.56%	158
9	655	654	655	9.08	72	0.26%			
10	1,082	1,094	1,084	9.38	116	0.41%	60%	0.25%	69
11	399	1,984	634	9.08	70	0.25%	50%	0.12%	35
12	6,827	8,904	7,135	4.55	1,568	5.55%	40%	2.22%	627
13	5,956	4,456	5,734	1.92	2,986	10.57%	20%	2.11%	597
14	23,927	18,392	23,107	2.49	9,280	32.83%			
15	552	551	552	4.93	112	0.40%			
16	2,748	2,613	2,728	5.91	462	1.63%			
17	326	376	333	8.37	40	0.14%	50%	0.07%	20
ABQ	412,083	460,021	419,185	125.00	3,353	11.86%			
TOTALS =	467,440	516,093	474,648		28,265	100.00%		17%	

2015 and 2040 Santa Fe Tmodel Socioeconomic Forecasts

ABQ values from MRCOG 2040 Forecasts - Distance adjusted to reflect estimated percentage from Albuquerque

ZIA STATION RESIDENTIAL TRIP DISTRIBUTION
EMPLOYMENT BY AGGREGATED TAZ
2019

Aggregated TAZ's	Employees 2015	Employees 2040	2019	DISTANCE (D)	EMP./DIST. 2019	% 2019	Zia - To/From East % Utilizing	Zia - To/From East % Employment/D Dist. Utilizing	Zia - To/From East EMP/Dist
1	3,453	2,540	3,318	0.92	3,606	12.76%			
2	1,986	1,822	1,962	0.66	2,972	10.52%	35%	3.68%	1,040
3	1,298	1,776	1,369	0.94	1,456	5.15%			
4	4,183	8,318	4,796	2.83	1,695	6.00%			
5	325	417	339	2.96	114	0.40%			
6	248	345	262	2.88	91	0.32%			
7	42	38	41	5.29	8	0.03%			
8	1,350	1,792	1,415	5.37	264	0.93%			
9	655	654	655	9.08	72	0.26%			
10	1,082	1,094	1,084	9.38	116	0.41%			
11	399	1,984	634	9.08	70	0.25%			
12	6,827	8,904	7,135	4.55	1,568	5.55%			
13	5,956	4,456	5,734	1.92	2,986	10.57%			
14	23,927	18,392	23,107	2.49	9,280	32.83%	30%	9.85%	2,784
15	552	551	552	4.93	112	0.40%			
16	2,748	2,613	2,728	5.91	462	1.63%			
17	326	376	333	8.37	40	0.14%			
ABQ	412,083	460,021	419,185	125.00	3,353	11.86%			
TOTALS =	467,440	516,093	474,648		28,265	100.00%		14%	

2015 and 2040 Santa Fe Tmodel Socioeconomic Forecasts

ABQ values from MRCOG 2040 Forecasts - Distance adjusted to reflect estimated percentage from Albuquerque

ZIA STATION RESIDENTIAL TRIP DISTRIBUTION
EMPLOYMENT BY AGGREGATED TAZ
2019

Aggregated TAZ's	Employees 2015	Employees 2040	Employees 2019	DISTANCE (D)	EMP./DIST. 2019	% 2019	Rodeo - To/From West % Utilizing	Rodeo - To/From West % Employment/D Dist. Utilizing	Rodeo - To/From West EMP/Dist
1	3,453	2,540	3,318	0.92	3,606	12.76%			
2	1,986	1,822	1,962	0.66	2,972	10.52%			
3	1,298	1,776	1,369	0.94	1,456	5.15%	60%	3.09%	874
4	4,183	8,318	4,796	2.83	1,695	6.00%	30%	1.80%	508
5	325	417	339	2.96	114	0.40%	30%	0.12%	34
6	248	345	262	2.88	91	0.32%			
7	42	38	41	5.29	8	0.03%			
8	1,350	1,792	1,415	5.37	264	0.93%			
9	655	654	655	9.08	72	0.26%			
10	1,082	1,094	1,084	9.38	116	0.41%			
11	399	1,984	634	9.08	70	0.25%			
12	6,827	8,904	7,135	4.55	1,568	5.55%	20%	1.11%	314
13	5,956	4,456	5,734	1.92	2,986	10.57%			
14	23,927	18,392	23,107	2.49	9,280	32.83%			
15	552	551	552	4.93	112	0.40%			
16	2,748	2,613	2,728	5.91	462	1.63%			
17	326	376	333	8.37	40	0.14%			
ABQ	412,083	460,021	419,185	125.00	3,353	11.86%			
TOTALS =	467,440	516,093	474,648		28,265	100.00%		6%	

2015 and 2040 Santa Fe Tmodel Socioeconomic Forecasts

ABQ values from MRCOG 2040 Forecasts - Distance adjusted to reflect estimated percentage from Albuquerque

ZIA STATION RESIDENTIAL TRIP DISTRIBUTION
EMPLOYMENT BY AGGREGATED TAZ
2019

Aggregated TAZ's	Employees 2015	Employees 2040	Employees 2019	DISTANCE (D)	EMP./DIST. 2019	% 2019	Rodeo - To/From East % Utilizing	Rodeo - To/From East % Employment/ Dist. Utilizing	Rodeo - To/From East EMP/Dist
1	3,453	2,540	3,318	0.92	3,606	12.76%			
2	1,986	1,822	1,962	0.66	2,972	10.52%	30%	3.15%	892
3	1,298	1,776	1,369	0.94	1,456	5.15%			
4	4,183	8,318	4,796	2.83	1,695	6.00%			
5	325	417	339	2.96	114	0.40%			
6	248	345	262	2.88	91	0.32%			
7	42	38	41	5.29	8	0.03%			
8	1,350	1,792	1,415	5.37	264	0.93%			
9	655	654	655	9.08	72	0.26%			
10	1,082	1,094	1,084	9.38	116	0.41%			
11	399	1,984	634	9.08	70	0.25%			
12	6,827	8,904	7,135	4.55	1,568	5.55%			
13	5,956	4,456	5,734	1.92	2,986	10.57%			
14	23,927	18,392	23,107	2.49	9,280	32.83%			
15	552	551	552	4.93	112	0.40%			
16	2,748	2,613	2,728	5.91	462	1.63%			
17	326	376	333	8.37	40	0.14%			
ABQ	412,083	460,021	419,185	125.00	3,353	11.86%			
TOTALS =	467,440	516,093	474,648		28,265	100.00%		3%	

2015 and 2040 Santa Fe Tmodel Socioeconomic Forecasts

ABQ values from MRCOG 2040 Forecasts - Distance adjusted to reflect estimated percentage from Albuquerque

ZIA STATION RESIDENTIAL TRIP DISTRIBUTION
EMPLOYMENT BY AGGREGATED TAZ
2019

Aggregated TAZ's	Employees 2015	Employees 2040	Employees 2019	DISTANCE (D)	EMP./DIST. 2019	% 2019		
1	3,453	2,540	3,318	0.92	3,606	12.76%	12.76%	100%
2	1,986	1,822	1,962	0.66	2,972	10.52%	10.52%	100%
3	1,298	1,776	1,369	0.94	1,456	5.15%	5.15%	100%
4	4,183	8,318	4,796	2.83	1,695	6.00%	6.00%	100%
5	325	417	339	2.96	114	0.40%	0.40%	100%
6	248	345	262	2.88	91	0.32%	0.32%	100%
7	42	38	41	5.29	8	0.03%	0.03%	100%
8	1,350	1,792	1,415	5.37	264	0.93%	0.93%	100%
9	655	654	655	9.08	72	0.26%	0.26%	100%
10	1,082	1,094	1,084	9.38	116	0.41%	0.41%	100%
11	399	1,984	634	9.08	70	0.25%	0.25%	100%
12	6,827	8,904	7,135	4.55	1,568	5.55%	5.55%	100%
13	5,956	4,456	5,734	1.92	2,986	10.57%	10.57%	100%
14	23,927	18,392	23,107	2.49	9,280	32.83%	32.83%	100%
15	552	551	552	4.93	112	0.40%	0.40%	100%
16	2,748	2,613	2,728	5.91	462	1.63%	1.63%	100%
17	326	376	333	8.37	40	0.14%	0.14%	100%
ABQ	412,083	460,021	419,185	125.00	3,353	11.86%	11.86%	100%
							100.00%	
TOTALS =	467,440	516,093	474,648		28,265	100.00%	100.00%	

2015 and 2040 Santa Fe Tmodel Socioeconomic Forecasts

ABQ values from MRCOG 2040 Forecasts - Distance adjusted to reflect estimated percentage from Albuquerque

ZIA STATION TOD AREA RETAIL TRIP DISTRIBUTION
DWELLING UNIT BY LOCAL TAZ - 2-MILE RADIUS
2019

Local TAZ	% of TAZ In Study Area	2015 DU's In TAZ	2040 DU's In TAZ	2019 DU's In Study Area	% DU's In Study Area	St. Francis - To/From North % Utilizing	% Dist. Utilizing	DU	St. Francis - To/From South % Utilizing	% Dist. Utilizing	DU
29	0.14	265	265	0	0.00%				100%	0.00%	0
53	17.05	633	633	108	0.97%						
54	10.51	485	485	51	0.46%	100%	0.46%	51			
55	21.07	203	203	43	0.38%	100%	0.38%	43			
57	53.33	281	281	150	1.34%	100%	1.34%	150			
58	23.87	4	4	1	0.01%	100%	0.01%	1			
60	30.90	112	112	35	0.31%						
61	19.77	147	147	29	0.26%						
63	100.00	0	0	0	0.00%	100%	0.00%	0			
65	61.66	572	572	353	3.16%	75%	2.37%	265			
66	100.00	118	118	118	1.06%	50%	0.53%	59			
69	100.00	438	438	438	3.93%	100%	3.93%	438			
70	20.38	448	548	94	0.85%						
71	100.00	379	379	379	3.40%	100%	3.40%	379			
72	17.34	61	61	11	0.09%						
73	100.00	114	114	114	1.02%	25%	0.26%	29			
74	100.00	655	655	655	5.88%	75%	4.41%	491			
75	97.51	99	99	97	0.87%	25%	0.22%	24			
77	49.11	236	236	116	1.04%				100%	1.04%	116
80	100.00	350	350	350	3.14%	60%	1.88%	210			
81	100.00	267	428	291	2.61%	70%	1.83%	204			
82	100.00	318	318	318	2.85%				40%	1.14%	127
83	100.00	291	291	291	2.61%	50%	1.31%	146			
84	100.00	101	101	101	0.91%	50%	0.45%	51			
85	30.10	145	145	44	0.39%						
86	100.00	79	79	79	0.71%	100%	0.71%	79			
90	100.00	28	48	31	0.28%						
91	100.00	73	73	73	0.65%	100%	0.65%	73			
92	34.57	929	930	321	2.88%						
94	100.00	27	203	53	0.48%	80%	0.38%	42			
95	100.00	258	657	317	2.84%	100%	2.84%	317			
97	100.00	64	64	64	0.57%	80%	0.46%	51			
98	77.33	212	547	202	1.81%						
100	100.00	179	179	179	1.61%						
101	100.00	76	379	121	1.08%						
103	94.58	397	397	375	3.37%				30%	1.01%	113
105	100.00	845	865	848	7.61%						
106	100.00	677	677	677	6.07%						
107	100.00	247	471	280	2.51%						
108	100.00	594	594	594	5.33%	20%	1.07%	119			
109	25.22	434	434	109	0.98%						
112	100.00	0	0	0	0.00%						
113	100.00	831	881	838	7.52%						
114	100.00	371	371	371	3.33%						
115	100.00	330	330	330	2.96%						
118	23.80	59	59	14	0.13%				50%	0.06%	7
120	50.40	106	106	53	0.48%				100%	0.48%	53
121	100.00	347	347	347	3.11%						
122	36.36	251	251	91	0.82%						
123	4.43	245	272	11	0.10%						
127	99.60	388	438	394	3.53%						
170	100.00	2	127	21	0.18%				100%	0.18%	21
171	100.00	158	158	158	1.42%				100%	1.42%	158
234	100.00	9	9	9	0.08%				100%	0.08%	9
304	0.02	0	0	0	0.00%				100%	0.00%	0
TOTALS =		14,938	16,929	11,147	100.00%		29%			5%	

2015 and 2040 Santa Fe Tmodel Socioeconomic Forecasts

ZIA STATION TOD AREA RETAIL TRIP DISTRIBUTION
DWELLING UNIT BY LOCAL TAZ - 2-MILE RADIUS
2019

Local TAZ	% of TAZ In Study Area	2015 DU's In TAZ	2040 DU's In TAZ	2019 DU's In Study Area	% DU's In Study Area	Zia - To/From West % Utilizing	Zia - To/From West % Dist. Utilizing	Zia - To/From West DU	Zia - To/From East % Utilizing	Zia - To/From East % Dist. Utilizing	Zia - To/From East DU
29	0.14	265	265	0	0.00%						
53	17.05	633	633	108	0.97%				100%	0.97%	108
54	10.51	485	485	51	0.46%						
55	21.07	203	203	43	0.38%						
57	53.33	281	281	150	1.34%						
58	23.87	4	4	1	0.01%						
60	30.90	112	112	35	0.31%				100%	0.31%	35
61	19.77	147	147	29	0.26%				100%	0.26%	29
63	100.00	0	0	0	0.00%						
65	61.66	572	572	353	3.16%	25%	0.79%	88			
66	100.00	118	118	118	1.06%				50%	0.53%	59
69	100.00	438	438	438	3.93%						
70	20.38	448	548	94	0.85%	100%	0.85%	94			
71	100.00	379	379	379	3.40%						
72	17.34	61	61	11	0.09%				100%	0.09%	11
73	100.00	114	114	114	1.02%				75%	0.77%	86
74	100.00	655	655	655	5.88%				25%	1.47%	164
75	97.51	99	99	97	0.87%				75%	0.65%	72
77	49.11	236	236	116	1.04%						
80	100.00	350	350	350	3.14%	40%	1.26%	140			
81	100.00	267	428	291	2.61%	30%	0.78%	87			
82	100.00	318	318	318	2.85%				60%	1.71%	191
83	100.00	291	291	291	2.61%	50%	1.31%	146			
84	100.00	101	101	101	0.91%				50%	0.45%	51
85	30.10	145	145	44	0.39%	100%	0.39%	44			
86	100.00	79	79	79	0.71%						
90	100.00	28	48	31	0.28%	100%	0.28%	31			
91	100.00	73	73	73	0.65%						
92	34.57	929	930	321	2.88%	30%	0.86%	96			
94	100.00	27	203	53	0.48%	20%	0.10%	11			
95	100.00	258	657	317	2.84%						
97	100.00	64	64	64	0.57%				20%	0.11%	13
98	77.33	212	547	202	1.81%	100%	1.81%	202			
100	100.00	179	179	179	1.61%				100%	1.61%	179
101	100.00	76	379	121	1.08%				50%	0.54%	60
103	94.58	397	397	375	3.37%						
105	100.00	845	865	848	7.61%	100%	7.61%	848			
106	100.00	677	677	677	6.07%	100%	6.07%	677			
107	100.00	247	471	280	2.51%	100%	2.51%	280			
108	100.00	594	594	594	5.33%				80%	4.26%	475
109	25.22	434	434	109	0.98%	50%	0.49%	55			
112	100.00	0	0	0	0.00%						
113	100.00	831	881	838	7.52%	50%	3.76%	419			
114	100.00	371	371	371	3.33%				50%	1.66%	186
115	100.00	330	330	330	2.96%	50%	1.48%	165			
118	23.80	59	59	14	0.13%						
120	50.40	106	106	53	0.48%						
121	100.00	347	347	347	3.11%						
122	36.36	251	251	91	0.82%						
123	4.43	245	272	11	0.10%	50%	0.05%	6			
127	99.60	388	438	394	3.53%						
170	100.00	2	127	21	0.18%						
171	100.00	158	158	158	1.42%						
234	100.00	9	9	9	0.08%						
304	0.02	0	0	0	0.00%						
TOTALS =		14,938	16,929	11,147	100.00%		30%			15% Round up to 16	

2015 and 2040 Santa Fe Tmodel Socioeconomic Forecasts

ZIA STATION TOD AREA RETAIL TRIP DISTRIBUTION
DWELLING UNIT BY LOCAL TAZ - 2-MILE RADIUS
2019

Local TAZ	% of TAZ In Study Area	2015 DU's In TAZ	2040 DU's In TAZ	2019 DU's In Study Area	% DU's In Study Area	Rodeo - To/From West % Utilizing	Rodeo - To/From West % Dist. Utilizing	Rodeo - To/From West DU	Rodeo - To/From East % Utilizing	Rodeo - To/From East % Dist. Utilizing	Rodeo - To/From East EMP/Dist
29	0.14	265	265	0	0.00%						
53	17.05	633	633	108	0.97%						
54	10.51	485	485	51	0.46%						
55	21.07	203	203	43	0.38%						
57	53.33	281	281	150	1.34%						
58	23.87	4	4	1	0.01%						
60	30.90	112	112	35	0.31%						
61	19.77	147	147	29	0.26%						
63	100.00	0	0	0	0.00%						
65	61.66	572	572	353	3.16%						
66	100.00	118	118	118	1.06%						
69	100.00	438	438	438	3.93%						
70	20.38	448	548	94	0.85%						
71	100.00	379	379	379	3.40%						
72	17.34	61	61	11	0.09%						
73	100.00	114	114	114	1.02%						
74	100.00	655	655	655	5.88%						
75	97.51	99	99	97	0.87%						
77	49.11	236	236	116	1.04%						
80	100.00	350	350	350	3.14%						
81	100.00	267	428	291	2.61%						
82	100.00	318	318	318	2.85%						
83	100.00	291	291	291	2.61%						
84	100.00	101	101	101	0.91%						
85	30.10	145	145	44	0.39%						
86	100.00	79	79	79	0.71%						
90	100.00	28	48	31	0.28%						
91	100.00	73	73	73	0.65%						
92	34.57	929	930	321	2.88%	70%	2.02%	225			
94	100.00	27	203	53	0.48%						
95	100.00	258	657	317	2.84%						
97	100.00	64	64	64	0.57%						
98	77.33	212	547	202	1.81%						
100	100.00	179	179	179	1.61%						
101	100.00	76	379	121	1.08%				50%	0.54%	60
103	94.58	397	397	375	3.37%				70%	2.36%	263
105	100.00	845	865	848	7.61%						
106	100.00	677	677	677	6.07%						
107	100.00	247	471	280	2.51%						
108	100.00	594	594	594	5.33%						
109	25.22	434	434	109	0.98%	50%	0.49%	55			
112	100.00	0	0	0	0.00%	100%	0.00%	0			
113	100.00	831	881	838	7.52%	50%	3.76%	419			
114	100.00	371	371	371	3.33%				50%	1.66%	186
115	100.00	330	330	330	2.96%	50%	1.48%	165			
118	23.80	59	59	14	0.13%				50%	0.06%	7
120	50.40	106	106	53	0.48%						
121	100.00	347	347	347	3.11%	100%	3.11%	347			
122	36.36	251	251	91	0.82%	100%	0.82%	91			
123	4.43	245	272	11	0.10%	50%	0.05%	6			
127	99.60	388	438	394	3.53%	100%	3.53%	394			
170	100.00	2	127	21	0.18%						
171	100.00	158	158	158	1.42%						
234	100.00	9	9	9	0.08%						
304	0.02	0	0	0	0.00%						
TOTALS =		14,938	16,929	11,147	100.00%		15%			5%	

2015 and 2040 Santa Fe Tmodel Socioeconomic Forecasts

ZIA STATION TOD AREA RETAIL TRIP DISTRIBUTION
DWELLING UNIT BY LOCAL TAZ - 2-MILE RADIUS
2019

Local TAZ	% of TAZ In Study Area	2015 DU's In TAZ	2040 DU's In TAZ	2019 DU's In Study Area	% DU's In Study Area		
29	0.14	265	265	0	0.00%	0.00%	100%
53	17.05	633	633	108	0.97%	0.97%	100%
54	10.51	485	485	51	0.46%	0.46%	100%
55	21.07	203	203	43	0.38%	0.38%	100%
57	53.33	281	281	150	1.34%	1.34%	100%
58	23.87	4	4	1	0.01%	0.01%	100%
60	30.90	112	112	35	0.31%	0.31%	100%
61	19.77	147	147	29	0.26%	0.26%	100%
63	100.00	0	0	0	0.00%	0.00%	100%
65	61.66	572	572	353	3.16%	3.16%	100%
66	100.00	118	118	118	1.06%	1.06%	100%
69	100.00	438	438	438	3.93%	3.93%	100%
70	20.38	448	548	94	0.85%	0.85%	100%
71	100.00	379	379	379	3.40%	3.40%	100%
72	17.34	61	61	11	0.09%	0.09%	100%
73	100.00	114	114	114	1.02%	1.02%	100%
74	100.00	655	655	655	5.88%	5.88%	100%
75	97.51	99	99	97	0.87%	0.87%	100%
77	49.11	236	236	116	1.04%	1.04%	100%
80	100.00	350	350	350	3.14%	3.14%	100%
81	100.00	267	428	291	2.61%	2.61%	100%
82	100.00	318	318	318	2.85%	2.85%	100%
83	100.00	291	291	291	2.61%	2.61%	100%
84	100.00	101	101	101	0.91%	0.91%	100%
85	30.10	145	145	44	0.39%	0.39%	100%
86	100.00	79	79	79	0.71%	0.71%	100%
90	100.00	28	48	31	0.28%	0.28%	100%
91	100.00	73	73	73	0.65%	0.65%	100%
92	34.57	929	930	321	2.88%	2.88%	100%
94	100.00	27	203	53	0.48%	0.48%	100%
95	100.00	258	657	317	2.84%	2.84%	100%
97	100.00	64	64	64	0.57%	0.57%	100%
98	77.33	212	547	202	1.81%	1.81%	100%
100	100.00	179	179	179	1.61%	1.61%	100%
101	100.00	76	379	121	1.08%	1.08%	100%
103	94.58	397	397	375	3.37%	3.37%	100%
105	100.00	845	865	848	7.61%	7.61%	100%
106	100.00	677	677	677	6.07%	6.07%	100%
107	100.00	247	471	280	2.51%	2.51%	100%
108	100.00	594	594	594	5.33%	5.33%	100%
109	25.22	434	434	109	0.98%	0.98%	100%
112	100.00	0	0	0	0.00%	0.00%	100%
113	100.00	831	881	838	7.52%	7.52%	100%
114	100.00	371	371	371	3.33%	3.33%	100%
115	100.00	330	330	330	2.96%	2.96%	100%
118	23.80	59	59	14	0.13%	0.13%	100%
120	50.40	106	106	53	0.48%	0.48%	100%
121	100.00	347	347	347	3.11%	3.11%	100%
122	36.36	251	251	91	0.82%	0.82%	100%
123	4.43	245	272	11	0.10%	0.10%	100%
127	99.60	388	438	394	3.53%	3.53%	100%
170	100.00	2	127	21	0.18%	0.18%	100%
171	100.00	158	158	158	1.42%	1.42%	100%
234	100.00	9	9	9	0.08%	0.08%	100%
304	0.02	0	0	0	0.00%	0.00%	100%
						100.00%	
TOTALS =		14,938	16,929	11,147	100.00%	100.00%	

2015 and 2040 Santa Fe Tmodel Socioeconomic Forecasts

Demand Volume Methodology

Due to incomplete traffic data collected prior to the mandated quarantine, an alternative methodology to evaluate demand volumes was developed and approved by NMDOT and the City of Santa Fe.

Demand Volumes

To replicate demand volumes, a demand volume curve was obtained from a permanent counter station and applied to eight 15-minute traffic count periods. The steps to create the demand volume traffic data are listed below.

1. Use data from the permanent counter on Zia between Galisteo and VoTech to estimate the 15-minute demand volume flow curve.
2. Develop eight 15-minute multi-period analyses for both the AM and PM peak hour. The assumption being that there will be no queue at the beginning and end of the 2-hour period.
3. Use the 2 hours of data as the "demand volume" for the period (30 minutes before peak hour and 30 minutes after).
4. The eight 15 minutes around the peak hour from the permanent counter on Zia is broken into a percentage for each 15 minutes, and applied to the turning movement 15 minutes, to develop the demand volumes used in the multi-period analysis.
5. Replace the stop bar distribution with the permanent counter distribution under the assumption the permanent counter is more reflective of the demand per 15 minutes.
6. Use that demand flow curve for all approaches at Zia and St Francis. The permanent counter on St Francis is between Zia and Siringo and likely located in the queue too much to be reflective of demand volumes, and other permanent counters on I-25 are considered too far away.

Lane Utilization

The lane distribution for the southbound thru traffic bound for I25 that concentrates in the right lane was estimated using previously collected data at Sawmill. This is considered conservative compared to Zia, as it is assumed that an even greater percentage of I-25 bound vehicles would be in the right lane at Sawmill than at Zia.

The southbound thru lane utilization factor at Sawmill was determined to be 0.63 by the 2650 Sawmill Rd TIS. This study assumed the lane utilization factor at Zia is 0.63, and 0.70 at Siringo.

ZIA STATION
EXISTING & PROJECTED TURNING MOVEMENTS

INTERSECTION: ST FRANCIS & SIRINGO

Actual Multi-Period (AM) - 2013

	Eastbound			Westbound			Northbound			Southbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
7:00	22	4	19	5	5	5	33	226	12	9	109	2
7:15	32	7	19	7	7	26	60	327	27	15	133	14
7:30	59	15	26	20	12	22	60	493	23	16	209	13
7:45	95	32	32	27	21	39	91	557	50	27	240	23
8:00	86	30	31	36	22	30	77	517	82	43	255	37
8:15	68	34	45	33	32	36	71	418	87	48	265	31
8:30	78	20	36	13	18	13	67	356	39	15	230	24
8:45	40	10	29	13	13	19	57	416	17	16	210	10

Actual Multi-Period (PM) - 2013

	Eastbound			Westbound			Northbound			Southbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
16:15	41	13	47	34	29	18	56	292	11	22	430	34
16:30	36	17	62	28	34	16	43	277	24	22	495	38
16:45	39	20	59	32	27	13	47	295	14	16	463	33
17:00	37	23	48	56	41	17	47	281	14	22	639	42
17:15	34	18	75	29	40	18	49	282	23	13	600	36
17:30	36	26	74	29	28	14	49	263	15	18	549	33
17:45	30	25	80	16	22	16	34	258	28	27	425	42
18:00	15	16	55	32	19	23	36	202	20	20	388	21

Actual Multi-Period (AM) - 2020

	Eastbound			Westbound			Northbound			Southbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
7:00	24	4	20	5	5	5	35	242	13	10	117	2
7:15	34	7	20	7	7	28	64	350	29	16	142	15
7:30	63	16	28	21	13	24	64	528	25	17	224	14
7:45	102	34	34	29	22	42	97	596	54	29	257	25
8:00	92	32	33	39	24	32	82	553	88	46	273	40
8:15	73	36	48	35	34	39	76	447	93	51	284	33
8:30	83	21	39	14	19	14	72	381	42	16	246	26
8:45	43	11	31	14	14	20	61	445	18	17	225	11

Actual Multi-Period (PM) - 2020

	Eastbound			Westbound			Northbound			Southbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
16:00	44	14	50	36	31	19	60	312	12	24	460	36
16:15	39	18	66	30	36	17	46	296	26	24	530	41
16:30	42	21	63	34	29	14	50	316	15	17	495	35
16:45	40	25	51	60	44	18	50	301	15	24	684	45
17:00	36	19	80	31	43	19	52	302	25	14	642	39
17:15	39	28	79	31	30	15	52	281	16	19	587	35
17:30	32	27	86	17	24	17	36	276	30	29	455	45
17:45	16	17	59	34	20	25	39	216	21	21	415	22

Distributed Multi-Period (AM)

	Eastbound			Westbound			Northbound			Southbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
7:00	32	6	28	12	12	12	38	263	14	11	137	3
7:15	49	11	29	8	8	31	62	336	28	19	167	18
7:30	83	21	37	28	17	31	70	577	27	22	283	18
7:45	94	32	32	27	21	38	98	599	54	33	298	29
8:00	79	28	29	30	19	25	74	498	79	40	237	34
8:15	57	28	38	22	21	24	72	427	89	39	217	25
8:30	66	17	30	18	25	18	79	417	46	14	222	23
8:45	54	13	39	17	17	24	59	432	18	17	217	10

Distributed Multi-Period (PM)

	Eastbound			Westbound			Northbound			Southbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
16:00	48	15	55	34	29	18	53	274	10	25	497	39
16:15	32	15	55	25	30	14	37	237	21	19	437	34
16:30	41	21	61	37	31	15	47	293	14	18	532	38
16:45	44	28	58	43	32	13	51	306	15	19	564	37
17:00	38	20	83	32	44	20	56	321	26	13	621	37
17:15	40	29	82	42	40	20	65	348	20	22	658	40
17:30	26	22	70	24	33	24	36	272	29	31	483	48
17:45	19	20	70	32	19	23	44	248	25	25	476	26

No-Build (AM)

	Eastbound			Westbound			Northbound			Southbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
7:00	33	6	29	12	12	12	40	273	15	12	143	3
7:15	51	11	30	9	9	33	64	349	29	20	174	18
7:30	86	22	38	30	18	33	73	600	28	23	295	18
7:45	97	33	33	28	21	40	102	623	56	35	309	30
8:00	83	29	30	32	19	26	77	517	82	42	247	36
8:15	59	30	39	23	22	25	75	444	92	41	226	26
8:30	68	18	32	19	26	19	82	434	48	15	231	24
8:45	56	14	41	17	17	25	62	449	18	17	226	11

No-Build (PM)

	Eastbound			Westbound			Northbound			Southbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
16:00	50	16	57	35	30	18	55	285	11	26	517	41
16:15	33	16	57	26	32	15	38	246	21	20	454	35
16:30	42	22	64	39	33	16	48	304	14	19	553	39
16:45	46	29	60	45	33	14	53	318	16	20	586	39
17:00	39	21	86	33	46	21	58	334	27	14	646	39
17:15	41	30	85	44	42	21	67	362	21	22	685	41
17:30	27	23	72	25	34	25	37	283	31	32	502	50
17:45	20	21	73	34	20	24	46	257	25	26	495	27

Build (AM)

	Eastbound			Westbound			Northbound			Southbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
7:00	33	6	29	12	12	12	40	273	15	12	143	3
7:15	51	11	30	9	9	33	64	349	29	20	174	18
7:30	86	22	38	30	18	33	73	620	28	23	321	18
7:45	97	33	33	28	21	40	102	643	56	35	336	30
8:00	83	29	30	32	19	26	77	538	82	42	273	36
8:15	59	30	39	23	22	25	75	464	92	41	252	26
8:30	68	18	32	19	26	19	82	434	48	15	231	24
8:45	56	14	41	17	17	25	62	449	18	17	226	11

Build (PM)

	Eastbound			Westbound			Northbound			Southbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
16:00	50	16	57	35	30	18	55	285	11	26	517	41
16:15	33	16	57	26	32	15	38	246	21	20	454	35
16:30	42	22	64	39	33	16	48	324	14	19	573	39
16:45	46	29	60	45	33	14	53	338	16	20	607	39
17:00	39	21	86	33	46	21	58	354	27	14	666	39
17:15	41	30	85	44	42	21	67	381	21	22	705	41
17:30	27	23	72	25	34	25	37	283	31	32	502	50
17:45	20	21	73	34	20	24	46	257	25	26	495	27

ZIA STATION
EXISTING & PROJECTED TURNING MOVEMENTS

INTERSECTION: ST FRANCIS & ZIA

Actual Multi-Period (AM)

	Eastbound			Westbound			Northbound			Southbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
7:00	74	13	4	16	2	6	10	264	9	11	120	14
7:15	93	36	12	8	6	5	16	378	27	10	175	18
7:30	118	42	4	15	10	20	21	500	23	26	207	31
7:45	145	62	12	15	14	9	16	476	37	30	209	37
8:00	97	42	8	15	11	6	31	478	20	36	233	35
8:15	124	26	4	20	18	7	33	357	23	24	189	39
8:30	104	32	9	16	14	8	32	316	18	18	251	44
8:45	89	46	7	15	13	16	11	359	16	33	196	37

Actual Multi-Period (PM)

	Eastbound			Westbound			Northbound			Southbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
16:00	83	22	20	46	38	13	17	215	20	61	415	97
16:15	55	22	15	47	27	10	13	255	30	59	429	83
16:30	94	52	19	68	60	17	18	230	20	50	417	104
16:45	87	27	11	67	51	9	12	205	19	54	408	108
17:00	56	24	12	80	73	12	19	242	17	49	524	126
17:15	82	36	6	83	74	17	14	203	18	66	490	140
17:30	70	33	12	87	48	3	15	182	15	46	347	109
17:45	57	27	8	48	41	13	15	167	19	57	364	110

Distributed Multi-Period (AM)

	Eastbound			Westbound			Northbound			Southbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
7:00	69	12	4	13	2	5	9	229	8	11	118	14
7:15	76	29	10	11	9	7	13	298	21	10	167	17
7:30	131	47	4	14	10	19	20	483	22	30	240	36
7:45	134	57	11	19	18	11	18	526	41	37	258	46
8:00	116	50	10	20	14	8	30	458	19	35	226	34
8:15	128	27	4	17	15	6	37	396	26	25	200	41
8:30	105	32	9	15	13	7	37	364	21	14	197	35
8:45	86	45	7	11	10	12	11	369	16	29	170	32

Distributed Multi-Period (PM)

	Eastbound			Westbound			Northbound			Southbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
16:00	73	19	18	58	48	16	16	200	19	59	404	95
16:15	57	23	16	60	34	13	9	175	21	50	366	71
16:30	66	36	13	60	53	15	16	211	18	51	427	106
16:45	85	26	11	71	54	10	13	225	21	58	441	117
17:00	80	34	17	71	65	11	19	244	17	47	501	120
17:15	93	41	7	75	67	15	18	260	23	68	504	144
17:30	67	32	11	77	43	3	17	201	17	51	386	121
17:45	64	30	9	54	46	15	16	183	21	56	359	108

No-Build (AM)

	Eastbound			Westbound			Northbound			Southbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
7:00	72	13	4	14	2	5	9	238	8	11	123	14
7:15	79	31	10	12	9	7	13	310	22	10	173	18
7:30	136	48	5	15	10	20	21	502	23	31	250	37
7:45	140	60	12	20	18	12	18	547	43	39	268	48
8:00	121	52	10	20	15	8	31	476	20	36	236	35
8:15	133	28	4	17	16	6	38	412	27	26	208	43
8:30	109	34	9	15	13	8	38	379	22	15	205	36
8:45	90	46	7	12	10	12	12	384	17	30	177	33

No-Build (PM)

	Eastbound			Westbound			Northbound			Southbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
16:00	76	20	18	60	50	17	16	208	19	62	421	98
16:15	60	24	16	62	36	13	9	182	21	52	381	74
16:30	68	38	14	62	55	16	17	219	19	53	444	111
16:45	88	27	11	74	56	10	14	234	22	61	459	122
17:00	83	36	18	74	67	11	20	254	18	49	521	125
17:15	97	43	7	78	69	16	19	270	24	71	524	150
17:30	70	33	12	80	44	3	17	209	17	53	401	126
17:45	67	32	9	56	48	15	17	190	22	58	373	113

Build (AM)

	Eastbound			Westbound			Northbound			Southbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
7:00	74	11	4	14	2	5	9	238	8	11	123	14
7:15	83	27	10	12	9	7	13	310	22	10	173	18
7:30	162	53	10	15	21	20	31	502	23	31	250	64
7:45	168	62	17	20	29	12	28	547	43	39	268	74
8:00	148	56	16	20	26	8	41	476	20	36	236	62
8:15	157	35	10	17	26	6	48	412	27	26	208	69
8:30	113	30	9	15	13	8	38	379	22	15	205	36
8:45	95	41	7	12	10	12	12	384	17	30	177	33

Build (PM)

	Eastbound			Westbound			Northbound			Southbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
16:00	79	17	18	60	50	17	16	208	19	62	421	98
16:15	63	21	16	62	36	13	9	182	21	52	381	74
16:30	93	41	21	62	64	16	24	219	19	53	444	131
16:45	112	32	19	74	65	10	21	234	22	61	459	142
17:00	108	39	25	74	76	11	27	254	18	49	521	146
17:15	123	45	15	78	78	16	26	270	24	71	524	170
17:30	74	29	12	80	44	3	17	209	17	53	401	126
17:45	71	28	9	56	48	15	17	190	22	58	373	113

ZIA STATION
EXISTING & PROJECTED TURNING MOVEMENTS

INTERSECTION: ST FRANCIS & SAWMILL

Actual Multi-Period (AM)

	Eastbound			Westbound			Northbound			Southbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
7:00	30	0	12	3	4	11	52	228	0	2	98	26
7:15	53	3	19	5	4	11	58	346	2	6	128	26
7:30	78	1	18	3	3	26	78	438	2	4	166	39
7:45	70	3	12	7	7	31	90	469	0	7	173	69
8:00	59	1	14	0	5	20	96	413	4	11	147	48
8:15	81	3	16	1	7	13	69	380	2	12	156	27
8:30	59	1	19	7	5	7	66	310	1	12	136	45
8:45	63	3	9	2	7	13	39	298	0	10	180	42

Actual Multi-Period (PM)

	Eastbound			Westbound			Northbound			Southbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
16:00	101	4	42	1	1	9	24	194	5	18	360	63
16:15	63	8	46	2	5	5	30	200	1	28	334	60
16:30	77	4	71	2	5	2	21	171	1	34	373	60
16:45	74	7	63	3	6	10	36	157	3	29	367	61
17:00	92	8	66	2	2	9	30	168	3	32	460	66
17:15	55	4	54	7	4	8	19	141	2	38	470	90
17:30	69	10	49	2	3	8	27	182	3	31	341	58
17:45	39	8	44	3	3	3	28	167	4	34	300	61

Distributed Multi-Period (AM)

	Eastbound			Westbound			Northbound			Southbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
7:00	32	0	13	2	3	9	45	198	0	2	86	23
7:15	42	2	15	5	4	11	47	280	2	6	120	24
7:30	76	1	18	3	3	25	78	440	2	5	189	44
7:45	87	4	15	5	5	23	93	487	0	7	184	73
8:00	73	1	17	0	6	24	94	405	4	12	164	53
8:15	67	2	13	1	9	17	70	383	2	13	166	29
8:30	57	1	18	9	6	9	73	344	1	12	134	44
8:45	60	3	9	2	7	14	46	348	0	8	139	32

Distributed Multi-Period (PM)

	Eastbound			Westbound			Northbound			Southbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
16:00	86	3	36	1	1	10	21	167	4	18	364	64
16:15	59	7	43	2	5	5	22	145	1	26	308	55
16:30	66	3	61	3	7	3	22	178	1	34	373	60
16:45	71	7	61	2	4	7	39	170	3	31	396	66
17:00	83	7	60	2	2	10	34	192	3	31	440	63
17:15	78	6	77	6	3	7	29	214	3	36	450	86
17:30	68	10	48	2	3	8	24	164	3	32	354	60
17:45	50	10	57	4	4	4	25	151	4	36	318	65

No-Build (AM)

	Eastbound			Westbound			Northbound			Southbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
7:00	33	0	13	2	3	9	47	206	0	2	90	24
7:15	44	2	16	5	4	11	49	291	2	6	125	25
7:30	79	1	18	3	3	26	82	458	2	5	196	46
7:45	90	4	16	6	6	24	97	506	0	8	191	76
8:00	76	1	18	0	6	25	98	421	4	13	170	56
8:15	70	3	14	1	9	17	72	398	2	13	172	30
8:30	59	1	19	9	7	9	76	358	1	12	140	46
8:45	63	3	9	2	8	14	47	362	0	8	145	34

No-Build (PM)

	Eastbound			Westbound			Northbound			Southbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
16:00	90	4	37	1	1	11	21	173	4	19	379	66
16:15	61	8	45	2	5	5	23	151	1	27	321	58
16:30	69	4	64	3	8	3	23	185	1	35	388	62
16:45	74	7	63	2	5	8	40	176	3	33	412	68
17:00	86	8	62	2	2	11	36	199	4	32	458	66
17:15	81	6	80	6	3	7	30	222	3	38	468	90
17:30	70	10	50	2	3	8	25	171	3	33	368	63
17:45	52	11	59	4	4	4	26	157	4	37	331	67

Build (AM)

	Eastbound			Westbound			Northbound			Southbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
7:00	33	0	13	2	3	9	47	206	0	2	90	24
7:15	44	2	16	5	4	11	49	291	2	6	125	25
7:30	79	1	18	3	3	26	82	468	2	5	202	46
7:45	90	4	16	6	6	24	97	516	0	8	197	76
8:00	76	1	18	0	6	25	98	431	4	13	176	56
8:15	70	3	14	1	9	17	72	408	2	13	178	30
8:30	59	1	19	9	7	9	76	358	1	12	140	46
8:45	63	3	9	2	8	14	47	362	0	8	145	34

Build (PM)

	Eastbound			Westbound			Northbound			Southbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
16:00	90	4	37	1	1	11	21	173	4	19	379	66
16:15	61	8	45	2	5	5	23	151	1	27	321	58
16:30	69	4	64	3	8	3	23	192	1	35	396	62
16:45	74	7	63	2	5	8	40	183	3	33	419	68
17:00	86	8	62	2	2	11	36	206	4	32	465	66
17:15	81	6	80	6	3	7	30	229	3	38	475	90
17:30	70	10	50	2	3	8	25	171	3	33	368	63
17:45	52	11	59	4	4	4	26	157	4	37	331	67

ZIA STATION
EXISTING & PROJECTED TURNING MOVEMENTS

INTERSECTION: ST FRANCIS & SIRINGO

AM Peak Hour

	Eastbound SIRINGO			Westbound SIRINGO			Northbound ST FRANCIS			Southbound ST FRANCIS		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes (2020)	**330**	**119**	**143**	**124**	**93**	**136**	**320**	**2,124**	**259**	**143**	**1,037**	**111**
Background Growth	13	5	6	5	4	5	13	85	10	6	41	4
No Build (2024)	**343**	**124**	**149**	**129**	**97**	**141**	**333**	**2,209**	**269**	**149**	**1,078**	**116**
Retail Entering											52	
Retail Exiting	0	0	0	0	0	0	0	39	0	0	0	0
Office Entering											34	
Office Exiting	0	0	0	0	0	0	0	3	0	0	0	0
Residential Entering North											14	
Residential Exiting North	0	0	0	0	0	0	0	21	0	0	0	0
Residential Entering South											6	
Residential Exiting South	0	0	0	0	0	0	0	18	0	0	0	0
Build (2024)	**343**	**124**	**149**	**129**	**97**	**141**	**333**	**2,289**	**269**	**149**	**1,184**	**116**
PHF	*0.93*			*0.93*			*0.93*			*0.93*		
HV %		*2*			*3*			*2*			*2*	

PM Peak Hour

	Eastbound SIRINGO			Westbound SIRINGO			Northbound ST FRANCIS			Southbound ST FRANCIS		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes (2020)	**156**	**93**	**306**	**156**	**146**	**66**	**205**	**1,199**	**71**	**74**	**2,409**	**154**
Background Growth	6	4	12	6	6	3	8	48	3	3	96	6
No Build (2024)	**162**	**97**	**318**	**162**	**151**	**69**	**214**	**1,247**	**73**	**77**	**2,505**	**160**
Retail Entering											37	
Retail Exiting	0	0	0	0	0	0	0	31	0	0	0	0
Office Entering											6	
Office Exiting	0	0	0	0	0	0	0	28	0	0	0	0
Residential Entering North											26	
Residential Exiting North	0	0	0	0	0	0	0	11	0	0	0	0
Residential Entering South											14	
Residential Exiting South	0	0	0	0	0	0	0	8	0	0	0	0
Build (2024)	**162**	**97**	**318**	**162**	**151**	**69**	**214**	**1,326**	**73**	**77**	**2,587**	**160**
PHF	*0.95*			*0.95*			*0.95*			*0.95*		
HV %		*2*			*2*			*2*			*2*	

growth rates	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	
Trip Distribution % Enter											29.0%		Retail
Trip Distribution % Exit	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	29.0%	0.0%	0.0%	0.0%	0.0%	
Trip Distribution % Enter											35.0%		Office
Trip Distribution % Exit	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	35.0%	0.0%	0.0%	0.0%	0.0%	
Trip Distribution % Enter											43.0%		Residential North
Trip Distribution % Exit	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	19.0%	0.0%	0.0%	0.0%	0.0%	
Trip Distribution % Enter											43.0%		Residential South
Trip Distribution % Exit	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	43.0%	0.0%	0.0%	0.0%	0.0%	

ZIA STATION
EXISTING & PROJECTED TURNING MOVEMENTS

INTERSECTION: ST FRANCIS & ZIA

AM Peak Hour

	Eastbound ZIA			Westbound ZIA			Northbound ST FRANCIS			Southbound ST FRANCIS		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes (2020)	**484**	**172**	**28**	**65**	**53**	**42**	**101**	**1,811**	**103**	**116**	**838**	**142**
Background Growth	19	7	1	3	2	2	4	72	4	5	34	6
No Build (2024)	**503**	**179**	**29**	**68**	**55**	**44**	**105**	**1,883**	**107**	**121**	**872**	**148**
Retail Entering					28		9					52
Retail Exiting	39	21	7	0	0	0	0	0	0	0	0	0
Office Entering					8		21					34
Office Exiting	3	1	2	0	0	0	0	0	0	0	0	0
Residential Entering North					4		7					14
Residential Exiting North	21	15	8	0	0	0	0	0	0	0	0	0
Residential Entering South					2		3					6
Residential Exiting South	18	6	7	0	0	0	0	0	0	0	0	0
Build (2024)	**606**	**200**	**52**	**68**	**98**	**44**	**144**	**1,883**	**107**	**121**	**872**	**253**
10% Adjustment		**22**										
PHF	*0.93*			*0.93*			*0.93*			*0.93*		
HV %		*2*			*3*			*2*			*2*	

PM Peak Hour

	Eastbound ZIA			Westbound ZIA			Northbound ST FRANCIS			Southbound ST FRANCIS		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes (2020)	**319**	**139**	**48**	**298**	**258**	**55**	**63**	**880**	**74**	**219**	**1,839**	**478**
Background Growth	13	6	2	12	10	2	3	35	3	9	74	19
No Build (2024)	**332**	**145**	**50**	**310**	**268**	**57**	**66**	**915**	**77**	**228**	**1,913**	**497**
Retail Entering					20		6					37
Retail Exiting	31	17	5	0	0	0	0	0	0	0	0	0
Office Entering					1		4					6
Office Exiting	28	6	18	0	0	0	0	0	0	0	0	0
Residential Entering North					8		13					26
Residential Exiting North	11	8	4	0	0	0	0	0	0	0	0	0
Residential Entering South					4		5					14
Residential Exiting South	8	3	3	0	0	0	0	0	0	0	0	0
Build (2024)	**428**	**161**	**80**	**310**	**303**	**57**	**94**	**915**	**77**	**228**	**1,913**	**579**
10% Adjustment		**18**										
PHF	*0.95*			*0.95*			*0.95*			*0.95*		
HV %		*2*			*2*			*2*			*2*	

growth rates	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	
Trip Distribution % Enter					16.0%		5.0%					29.0%	Retail
Trip Distribution % Exit	29.0%	16.0%	5.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Trip Distribution % Enter					8.0%		22.0%					35.0%	Office
Trip Distribution % Exit	35.0%	8.0%	22.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Trip Distribution % Enter					14.0%		21.5%					43.0%	Residential North
Trip Distribution % Exit	19.0%	14.0%	7.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Trip Distribution % Enter					14.0%		17.0%					43.0%	Residential South
Trip Distribution % Exit	43.0%	14.0%	17.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

ZIA STATION
EXISTING & PROJECTED TURNING MOVEMENTS

INTERSECTION: ST FRANCIS & SAWMILL

AM Peak Hour

	Eastbound SAWMILL			Westbound SAWMILL			Northbound ST FRANCIS			Southbound ST FRANCIS		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes (2020)	**288**	**8**	**60**	**11**	**22**	**90**	**333**	**1,700**	**8**	**34**	**642**	**183**
Background Growth	12	0	2	0	1	4	13	68	0	1	26	7
No Build (2024)	**300**	**8**	**62**	**11**	**23**	**94**	**346**	**1,768**	**8**	**35**	**668**	**190**
Retail Entering								9				
Retail Exiting	0	0	0	0	0	0	0	0	0	0	7	0
Office Entering								21				
Office Exiting	0	0	0	0	0	0	0	0	0	0	2	0
Residential Entering North								7				
Residential Exiting North	0	0	0	0	0	0	0	0	0	0	8	0
Residential Entering South								3				
Residential Exiting South	0	0	0	0	0	0	0	0	0	0	7	0
Build (2024)	**300**	**8**	**62**	**11**	**23**	**94**	**346**	**1,807**	**8**	**35**	**691**	**190**
PHF	*0.91*			*0.91*			*0.91*			*0.91*		
HV %		*3*			*2*			*2*			*2*	

PM Peak Hour

	Eastbound SAWMILL			Westbound SAWMILL			Northbound ST FRANCIS			Southbound ST FRANCIS		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes (2020)	**298**	**23**	**254**	**14**	**17**	**29**	**106**	**637**	**9**	**133**	**1,670**	**277**
Background Growth	12	1	10	1	1	1	4	25	0	5	67	11
No Build (2024)	**310**	**24**	**264**	**15**	**18**	**30**	**110**	**662**	**9**	**138**	**1,737**	**288**
Retail Entering								6				
Retail Exiting	0	0	0	0	0	0	0	0	0	0	5	0
Office Entering								4				
Office Exiting	0	0	0	0	0	0	0	0	0	0	18	0
Residential Entering North								13				
Residential Exiting North	0	0	0	0	0	0	0	0	0	0	4	0
Residential Entering South								5				
Residential Exiting South	0	0	0	0	0	0	0	0	0	0	3	0
Build (2024)	**310**	**24**	**264**	**15**	**18**	**30**	**110**	**691**	**9**	**138**	**1,767**	**288**
PHF	*0.93*			*0.93*			*0.93*			*0.93*		
HV %		*2*			*2*			*3*			*2*	

growth rates	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	
Trip Distribution % Enter								5.0%					Retail
Trip Distribution % Exit	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.0%	0.0%	
Trip Distribution % Enter								22.0%					Office
Trip Distribution % Exit	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	22.0%	0.0%	
Trip Distribution % Enter								21.5%					Residential North
Trip Distribution % Exit	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	7.0%	0.0%	
Trip Distribution % Enter								17.0%					Residential South
Trip Distribution % Exit	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	17.0%	0.0%	

ZIA STATION
EXISTING & PROJECTED TURNING MOVEMENTS

INTERSECTION: GALISTEO & DRIVEWAY 1

AM Peak Hour

	Eastbound DRIVE 1			Westbound DRIVE 1			Northbound GALISTEO			Southbound GALISTEO		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes (2020)												
Background Growth	0	0	0	0	0	0	0	0	0	0	0	0
No Build (2024)	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Railrunner Reassignment						7						
Retail Entering									4		142	
Retail Exiting	0	0	0	0	0	7	0	96	0	0	0	0
Office Entering							1		1		81	3
Office Exiting	0	0	0	0	0	1	0	4	0	0	0	0
Residential Entering North												
Residential Exiting North	0	0	0	0	0	0	0	0	0	0	0	0
Residential Entering South							0		0		12	2
Residential Exiting South	0	0	7	0	0	3	0	29	0	0	0	0
Pass By Entering								-1	1	0	45	
Pass By Exiting				0		3		27				
Build (2024)	**0**	**0**	**7**	**0**	**0**	**21**	**1**	**156**	**6**	**0**	**280**	**5**
PHF	*0.94*			*0.94*			*0.94*			*0.94*		
HV %		*2*			*3*			*2*			*2*	

PM Peak Hour

	Eastbound DRIVE 1			Westbound DRIVE 1			Northbound GALISTEO			Southbound GALISTEO		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes (2020)												
Background Growth	0	0	0	0	0	0	0	0	0	0	0	0
No Build (2024)	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Railrunner Reassignment						*12*						
Retail Entering									3		102	
Retail Exiting	0	0	0	0	0	6	0	77	0	0	0	0
Office Entering							0		0		13	0
Office Exiting	0	0	3	0	0	6	0	45	0	0	0	0
Residential Entering North												
Residential Exiting North	0	0	0	0	0	0	0	0	0	0	0	0
Residential Entering South							0		0		25	5
Residential Exiting South	0	0	3	0	0	1	0	12	0	0	0	0
Pass By Entering								-1	1	0	41	
Pass By Exiting				0		1		13				
Build (2024)	**0**	**0**	**6**	**0**	**0**	**26**	**0**	**146**	**4**	**0**	**182**	**5**
PHF	*0.94*			*0.94*			*0.94*			*0.94*		
HV %		*2*			*2*			*2*			*2*	

growth rates	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	
Trip Distribution % Enter									2.0%		80.0%		Retail
Trip Distribution % Exit	0.0%	0.0%	0.0%	0.0%	0.0%	5.5%	0.0%	72.0%	0.0%	0.0%	0.0%	0.0%	
Trip Distribution % Enter							1.0%		1.0%		84.0%	3.0%	Office
Trip Distribution % Exit	0.0%	0.0%	4.0%	0.0%	0.0%	7.0%	0.0%	56.0%	0.0%	0.0%	0.0%	0.0%	
Trip Distribution % Enter													Residential North
Trip Distribution % Exit	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Trip Distribution % Enter							1.0%		1.0%		77.0%	15.0%	Residential South
Trip Distribution % Exit	0.0%	0.0%	16.0%	0.0%	0.0%	7.0%	0.0%	68.0%	0.0%	0.0%	0.0%	0.0%	

ZIA STATION
EXISTING & PROJECTED TURNING MOVEMENTS

INTERSECTION: GALISTEO & CALLE LUMINOSO (DRIVEWAY 2)

AM Peak Hour

	Eastbound CALLE LUMINOSO			Westbound DRIVE 2			Northbound GALISTEO			Southbound GALISTEO		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes (2020)	**9**	**0**	**1**	**0**	**0**	**0**	**0**	**82**	**0**	**0**	**38**	**1**
Background Growth	0	0	0	0	0	0	0	3	0	0	2	0
No Build (2024)	**9**	**0**	**1**	**0**	**0**	**0**	**0**	**85**	**0**	**0**	**40**	**1**
Railrunner Reassignment				*4*					*4*	*2*		
Retail Entering								4	18	87	55	
Retail Exiting	0	0	0	15	0	7	0	84	0	0	0	0
Office Entering								2	6	49	32	
Office Exiting	0	0	0	1	0	1	0	4	0	0	0	0
Residential Entering North												
Residential Exiting North	0	0	0	0	0	0	0	0	0	0	0	0
Residential Entering South								0	1	7	5	
Residential Exiting South	0	0	0	2	0	3	0	21	0	0	2	0
Pass By Entering								-1	1	37	7	
Pass By Exiting				3		3		24				
Build (2024)	**9**	**0**	**1**	**25**	**0**	**14**	**0**	**223**	**30**	**182**	**140**	**1**
PHF	*0.82*			*0.82*			*0.82*			*0.82*		
HV %		*0*			*0*			*0*			*5*	

PM Peak Hour

	Eastbound CALLE LUMINOSO			Westbound DRIVE 2			Northbound GALISTEO			Southbound GALISTEO		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes (2020)	**5**	**0**	**6**	**0**	**0**	**0**	**0**	**56**	**0**	**0**	**117**	**11**
Background Growth	0	0	0	0	0	0	0	2	0	0	5	0
No Build (2024)	**5**	**0**	**6**	**0**	**0**	**0**	**0**	**58**	**0**	**0**	**122**	**11**
Railrunner Reassignment				*3*					*3*	*10*		
Retail Entering								3	13	63	40	
Retail Exiting	0	0	0	12	0	6	0	67	0	0	0	0
Office Entering								0	1	8	5	
Office Exiting	0	0	0	6	0	6	0	39	0	0	2	0
Residential Entering North												
Residential Exiting North	0	0	0	0	0	0	0	0	0	0	0	0
Residential Entering South								0	2	15	10	
Residential Exiting South	0	0	0	1	0	1	0	9	0	0	1	0
Pass By Entering								-1	1	34	5	
Pass By Exiting				5		1		12				
Build (2024)	**5**	**0**	**6**	**26**	**0**	**14**	**0**	**188**	**19**	**130**	**184**	**11**
PHF	*0.90*			*0.90*			*0.90*			*0.90*		
HV %		*0*			*0*			*0*			*0*	

growth rates	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	
Trip Distribution % Enter								2.0%	10.0%	49.0%	31.0%		Retail
Trip Distribution % Exit	0.0%	0.0%	0.0%	11.0%	0.0%	5.5%	0.0%	63.0%	0.0%	0.0%	0.0%	0.0%	
Trip Distribution % Enter								2.0%	6.0%	51.0%	33.0%		Office
Trip Distribution % Exit	0.0%	0.0%	0.0%	7.0%	0.0%	7.0%	0.0%	49.0%	0.0%	0.0%	2.0%	0.0%	
Trip Distribution % Enter													Residential North
Trip Distribution % Exit	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Trip Distribution % Enter								1.0%	5.0%	47.0%	30.0%		Residential South
Trip Distribution % Exit	0.0%	0.0%	0.0%	5.0%	0.0%	7.0%	0.0%	49.0%	0.0%	0.0%	4.0%	0.0%	

ZIA STATION
EXISTING & PROJECTED TURNING MOVEMENTS

INTERSECTION: GALISTEO & CAMINO DE PABILO (DRIVEWAY 3)

AM Peak Hour

	Eastbound CAMINO DE PABILO			Westbound DRIVE 3			Northbound GALISTEO			Southbound GALISTEO		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes (2020)	**7**	**0**	**4**	**0**	**0**	**0**	**1**	**75**	**0**	**0**	**36**	**2**
Background Growth	0	0	0	0	0	0	0	3	0	0	1	0
No Build (2024)	**7**	**0**	**4**	**0**	**0**	**0**	**1**	**78**	**0**	**0**	**37**	**2**
Retail Entering								21	14	55		
Retail Exiting	0	0	0	52	0	52	0	0	0	0	15	0
Office Entering								8	5	32		
Office Exiting	0	0	0	2	0	4	0	0	0	0	1	0
Residential Entering North												
Residential Exiting North	0	0	0	0	0	0	0	0	0	0	0	0
Residential Entering South								1	0	5		
Residential Exiting South	0	0	0	7	0	21	0	0	0	0	4	0
Pass By Entering								-2	2	12	0	
Pass By Exiting				13		24					3	
Build (2024)	**7**	**0**	**4**	**75**	**0**	**101**	**1**	**105**	**22**	**104**	**60**	**2**
PHF	*0.76*			*0.76*			*0.76*			*0.76*		
HV %		*0*			*0*			*0*			*5*	

PM Peak Hour

	Eastbound CAMINO DE PABILO			Westbound DRIVE 3			Northbound GALISTEO			Southbound GALISTEO		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes (2020)	**2**	**0**	**6**	**0**	**0**	**0**	**4**	**53**	**0**	**0**	**108**	**15**
Background Growth	0	0	0	0	0	0	0	2	0	0	4	1
No Build (2024)	**2**	**0**	**6**	**0**	**0**	**0**	**4**	**55**	**0**	**0**	**112**	**16**
Retail Entering								15	10	40		
Retail Exiting	0	0	0	42	0	42	0	0	0	0	12	0
Office Entering								1	1	5		
Office Exiting	0	0	0	21	0	39	0	0	0	0	7	0
Residential Entering North												
Residential Exiting North	0	0	0	0	0	0	0	0	0	0	0	0
Residential Entering South								2	1	10		
Residential Exiting South	0	0	0	3	0	9	0	0	0	0	2	0
Pass By Entering								-1	1	11	-1	
Pass By Exiting				20		12					5	
Build (2024)	**2**	**0**	**6**	**85**	**0**	**101**	**4**	**72**	**13**	**66**	**137**	**16**
PHF	*0.90*			*0.90*			*0.90*			*0.90*		
HV %		*0*			*0*			*0*			*0*	

growth rates	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	
Trip Distribution % Enter								12.0%	8.0%	31.0%			Retail
Trip Distribution % Exit	0.0%	0.0%	0.0%	39.0%	0.0%	39.0%	0.0%	0.0%	0.0%	0.0%	11.0%	0.0%	
Trip Distribution % Enter								8.0%	5.0%	33.0%			Office
Trip Distribution % Exit	0.0%	0.0%	0.0%	26.0%	0.0%	49.0%	0.0%	0.0%	0.0%	0.0%	9.0%	0.0%	
Trip Distribution % Enter													Residential North
Trip Distribution % Exit	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Trip Distribution % Enter								6.0%	3.0%	30.0%			Residential South
Trip Distribution % Exit	0.0%	0.0%	0.0%	17.0%	0.0%	49.0%	0.0%	0.0%	0.0%	0.0%	9.0%	0.0%	

ZIA STATION
EXISTING & PROJECTED TURNING MOVEMENTS

INTERSECTION: GALISTEO & ZIA

AM Peak Hour

	Eastbound ZIA			Westbound ZIA			Northbound GALISTEO			Southbound GALISTEO		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes (2020)	**0**	**696**	**9**	**27**	**399**	**0**	**5**	**0**	**100**	**0**	**0**	**0**
Background Growth	0	28	0	1	16	0	0	0	4	0	0	0
No Build (2024)	**0**	**724**	**9**	**28**	**415**	**0**	**5**	**0**	**104**	**0**	**0**	**0**
Retail Entering			53	89								
Retail Exiting	0	0	0	0	0	0	0	0	67	0	0	0
Office Entering			21	62								
Office Exiting	0	0	0	0	0	0	0	0	5	0	0	0
Residential Entering North	7					25						
Residential Exiting North	0	43	0	0	0	0	0	0	0	0	0	108
Residential Entering South			3	11								
Residential Exiting South	0	0	0	0	0	0	0	0	31	0	0	0
Pass By Entering		-28	28	16	-16							
Pass By Exiting									26			
Build (2024)	**7**	**739**	**114**	**206**	**399**	**25**	**0**	**0**	**234**	**0**	**0**	**108**
PHF	*0.95*			*0.95*			*0.95*			*0.95*		
HV %		*2*			*2*			*2*			*2*	

PM Peak Hour

	Eastbound ZIA			Westbound ZIA			Northbound GALISTEO			Southbound GALISTEO		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes (2020)	**0**	**449**	**7**	**103**	**759**	**0**	**8**	**0**	**55**	**0**	**0**	**0**
Background Growth	0	18	0	4	30	0	0	0	2	0	0	0
No Build (2024)	**0**	**467**	**7**	**107**	**789**	**0**	**8**	**0**	**57**	**0**	**0**	**0**
Retail Entering			38	64								
Retail Exiting	0	0	0	0	0	0	0	0	54	0	0	0
Office Entering			4	10								
Office Exiting	0	0	0	0	0	0	0	0	52	0	0	0
Residential Entering North	13					47						
Residential Exiting North	0	24	0	0	0	0	0	0	0	0	0	60
Residential Entering South			5	24								
Residential Exiting South	0	0	0	0	0	0	0	0	13	0	0	0
Pass By Entering		-15	15	25	-25							
Pass By Exiting									13			
Build (2024)	**13**	**476**	**69**	**230**	**765**	**47**	**0**	**0**	**189**	**0**	**0**	**60**
PHF	*0.98*			*0.98*			*0.98*			*0.98*		
HV %		*2*			*2*			*2*			*2*	

growth rates	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	
Trip Distribution % Enter			30.0%	50.0%									Retail
Trip Distribution % Exit	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50.0%	0.0%	0.0%	0.0%	
Trip Distribution % Enter			22.0%	65.0%									Office
Trip Distribution % Exit	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	65.0%	0.0%	0.0%	0.0%	
Trip Distribution % Enter	21.5%					78.5%							Residential North
Trip Distribution % Exit	0.0%	40.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	
Trip Distribution % Enter			17.0%	74.0%									Residential South
Trip Distribution % Exit	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	74.0%	0.0%	0.0%	0.0%	

ZIA STATION
EXISTING & PROJECTED TURNING MOVEMENTS

INTERSECTION: CANDELERO & ZIA

AM Peak Hour

	Eastbound ZIA			Westbound ZIA			Northbound CANDELERO			Southbound CANDELERO		
	Left	Thru	Right	U Turn	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes (2020)	**2**	**676**	**0**	**0**	**412**	**10**	**0**	**0**	**0**	**23**	**0**	**6**
Background Growth	0	27	0	0	16	0	0	0	0	1	0	0
No Build (2024)	**2**	**703**	**0**	**0**	**428**	**10**	**0**	**0**	**0**	**24**	**0**	**6**
Retail Entering		53										
Retail Exiting	0	0	0	0	0	0	0	0	0	0	0	0
Office Entering		21										
Office Exiting	0	0	0	0	0	0	0	0	0	0	0	0
Residential Entering North		7										
Residential Exiting North	0	0	0	43	65	0	0	0	0	0	0	0
Residential Entering South		3										
Residential Exiting South	0	0	0	0	7	0	0	0	0	0	0	0
Build (2024)	**2**	**787**	**0**	**43**	**500**	**10**	**0**	**0**	**0**	**24**	**0**	**6**
PHF	*0.94*			*0.94*			*0.94*			*0.94*		
HV %		*2*			*2*			*2*			*2*	

PM Peak Hour

	Eastbound ZIA			Westbound ZIA			Northbound CANDELERO			Southbound CANDELERO		
	Left	Thru	Right	U Turn	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes (2020)	**4**	**438**	**0**	**0**	**748**	**33**	**0**	**0**	**0**	**19**	**0**	**5**
Background Growth	0	18	0	0	30	1	0	0	0	1	0	0
No Build (2024)	**4**	**456**	**0**	**0**	**778**	**34**	**0**	**0**	**0**	**20**	**0**	**5**
Retail Entering		38										
Retail Exiting	0	0	0	0	0	0	0	0	0	0	0	0
Office Entering		4										
Office Exiting	0	0	0	0	0	0	0	0	0	0	0	0
Residential Entering North		13										
Residential Exiting North	0	0	0	24	36	0	0	0	0	0	0	0
Residential Entering South		5										
Residential Exiting South	0	0	0	0	3	0	0	0	0	0	0	0
Build (2024)	**4**	**516**	**0**	**24**	**817**	**34**	**0**	**0**	**0**	**20**	**0**	**5**
PHF	*0.94*			*0.94*			*0.94*			*0.94*		
HV %		*2*			*2*			*2*			*2*	

growth rates	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	
Trip Distribution % Enter		30.0%											Retail
Trip Distribution % Exit	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Trip Distribution % Enter		22.0%											Office
Trip Distribution % Exit	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Trip Distribution % Enter		21.5%											Residential North
Trip Distribution % Exit	0.0%	0.0%	0.0%	40.0%	60.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Trip Distribution % Enter		17.0%											Residential South
Trip Distribution % Exit	0.0%	0.0%	0.0%	0.0%	17.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

ZIA STATION
EXISTING & PROJECTED TURNING MOVEMENTS

INTERSECTION: GALISTEO & RODEO

AM Peak Hour

	Eastbound RODEO			Westbound RODEO			Northbound GALISTEO			Southbound GALISTEO		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes (2020)	**27**	**778**	**5**	**18**	**461**	**17**	**3**	**5**	**41**	**13**	**3**	**32**
Background Growth	1	31	0	1	18	1	0	0	2	1	0	1
No Build (2024)	**28**	**809**	**5**	**19**	**479**	**18**	**3**	**5**	**43**	**14**	**3**	**33**
Retail Entering	9					27						
Retail Exiting	0	0	0	0	0	0	0	0	0	20	0	47
Office Entering	10					3						
Office Exiting	0	0	0	0	0	0	0	0	0	0	0	3
Residential Entering North												
Residential Exiting North	0	0	0	0	0	0	0	0	0	0	0	0
Residential Entering South	1					0						
Residential Exiting South	0	0	0	0	0	0	0	0	0	1	0	10
Build (2024)	**47**	**809**	**5**	**19**	**479**	**48**	**3**	**5**	**43**	**35**	**3**	**92**
PHF	*0.94*			*0.94*			*0.94*			*0.94*		
HV %		*2*			*2*			*2*			*2*	

PM Peak Hour

	Eastbound RODEO			Westbound RODEO			Northbound GALISTEO			Southbound GALISTEO		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes (2020)	**21**	**491**	**2**	**38**	**786**	**27**	**4**	**1**	**20**	**13**	**4**	**39**
Background Growth	1	20	0	2	31	1	0	0	1	1	0	2
No Build (2024)	**22**	**511**	**2**	**40**	**817**	**28**	**4**	**1**	**21**	**14**	**4**	**41**
Retail Entering	6					19						
Retail Exiting	0	0	0	0	0	0	0	0	0	16	0	37
Office Entering	2					0						
Office Exiting	0	0	0	0	0	0	0	0	0	2	0	26
Residential Entering North												
Residential Exiting North	0	0	0	0	0	0	0	0	0	0	0	0
Residential Entering South	2					1						
Residential Exiting South	0	0	0	0	0	0	0	0	0	1	0	4
Build (2024)	**32**	**511**	**2**	**40**	**817**	**49**	**4**	**1**	**21**	**33**	**4**	**108**
PHF	*0.94*			*0.94*			*0.94*			*0.94*		
HV %		*2*			*2*			*2*			*2*	

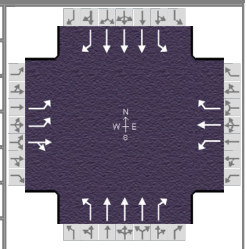
growth rates	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	
Trip Distribution % Enter	5.0%					15.0%							Retail
Trip Distribution % Exit	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	15.0%	0.0%	35.0%	
												50	
Trip Distribution % Enter	10.0%					3.0%							Office
Trip Distribution % Exit	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.0%	0.0%	32.0%	
												35	
Trip Distribution % Enter													Residential North
Trip Distribution % Exit	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Trip Distribution % Enter	6.0%					3.0%							Residential South
Trip Distribution % Exit	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.0%	0.0%	23.0%	

APPENDIX D

2024 NO BUILD INTERSECTION CAPACITY ANALYSIS

HCS7 Signalized Intersection Results Summary

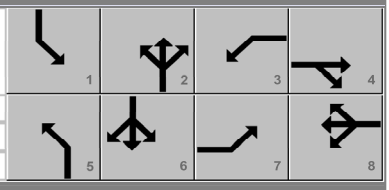
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	No Build AM	Analysis Period	1> 7:00
Intersection	St Francis & Sawmill	File Name	NBAM.xus		
Project Description	No Build AM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	132	0	52	8	12	36	188	824	0	8	360	96

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	91	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0						
Yellow	0.0	0.0	0.0	0.0	0.0	0.0						
Red	0.0	0.0	0.0	0.0	0.0	0.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0		0	0	0	0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Queue Clearance Time (g_c), s	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Volume-to-Capacity Ratio (*X*)	0.000	0.000		0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0		0	0	0	0	0	0	0	0	0
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incremental Delay (d_2), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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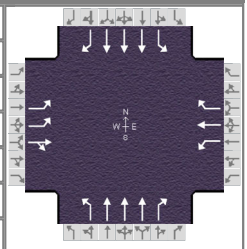
HCS7 Signalized Intersection Results Summary

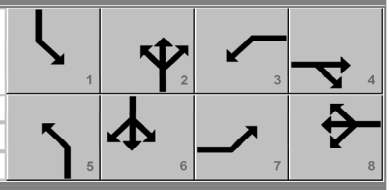
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	No Build AM	Analysis Period	2> 7:15
Intersection	St Francis & Sawmill	File Name	NBAM.xus		
Project Description	No Build AM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	176	8	64	20	16	44	196	1164	8	24	500	100

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	91	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0	
Yellow	0.0	0.0	0.0	0.0	0.0	0.0	
Red	0.0	0.0	0.0	0.0	0.0	0.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0		0	0	0	0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Queue Clearance Time (g_c), s	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Volume-to-Capacity Ratio (*X*)	0.000	0.000		0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0		0	0	0	0	0	0	0	0	0
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incremental Delay (d_2), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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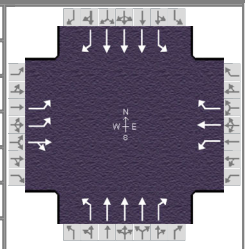
HCS7 Signalized Intersection Results Summary

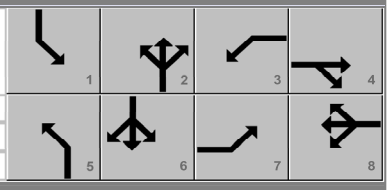
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	No Build AM	Analysis Period	3> 7:30
Intersection	St Francis & Sawmill	File Name	NBAM.xus		
Project Description	No Build AM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	316	4	72	12	12	104	328	1832	8	20	784	184

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	91	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0							
Yellow	0.0	0.0	0.0	0.0	0.0	0.0							
Red	0.0	0.0	0.0	0.0	0.0	0.0							



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0		0	0	0	0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Queue Clearance Time (g_c), s	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Volume-to-Capacity Ratio (*X*)	0.000	0.000		0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0		0	0	0	0	0	0	0	0	0
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incremental Delay (d_2), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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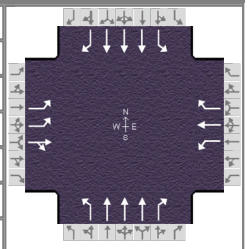
HCS7 Signalized Intersection Results Summary

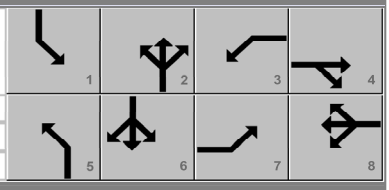
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	No Build AM	Analysis Period	4> 7:45
Intersection	St Francis & Sawmill	File Name	NBAM.xus		
Project Description	No Build AM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	360	16	64	24	24	96	388	2024	0	32	764	304

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	91	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0						
Yellow	0.0	0.0	0.0	0.0	0.0	0.0						
Red	0.0	0.0	0.0	0.0	0.0	0.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0		0	0	0	0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Queue Clearance Time (g_c), s	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Volume-to-Capacity Ratio (*X*)	0.000	0.000		0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0		0	0	0	0	0	0	0	0	0
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incremental Delay (d_2), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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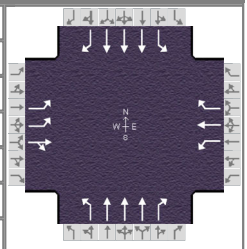
HCS7 Signalized Intersection Results Summary

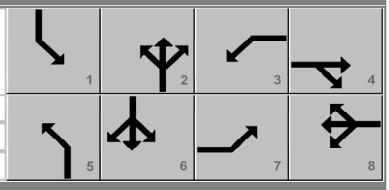
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	No Build AM	Analysis Period	5> 8:00
Intersection	St Francis & Sawmill	File Name	NBAM.xus		
Project Description	No Build AM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	304	4	72	0	24	100	392	1684	16	52	680	224

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	91	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0						
Yellow	0.0	0.0	0.0	0.0	0.0	0.0						
Red	0.0	0.0	0.0	0.0	0.0	0.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0		0	0	0	0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Queue Clearance Time (g_c), s	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Volume-to-Capacity Ratio (*X*)	0.000	0.000		0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0		0	0	0	0	0	0	0	0	0
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incremental Delay (d_2), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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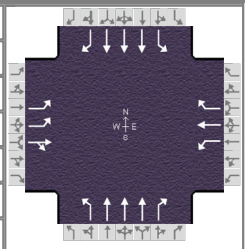
HCS7 Signalized Intersection Results Summary

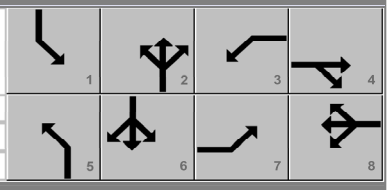
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	No Build AM	Analysis Period	6> 8:15
Intersection	St Francis & Sawmill	File Name	NBAM.xus		
Project Description	No Build AM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	280	12	56	4	36	68	288	1592	8	52	688	120

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	91	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0	
Yellow	0.0	0.0	0.0	0.0	0.0	0.0	
Red	0.0	0.0	0.0	0.0	0.0	0.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0		0	0	0	0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Queue Clearance Time (g_c), s	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Volume-to-Capacity Ratio (*X*)	0.000	0.000		0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0		0	0	0	0	0	0	0	0	0
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incremental Delay (d_2), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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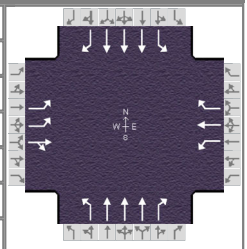
HCS7 Signalized Intersection Results Summary

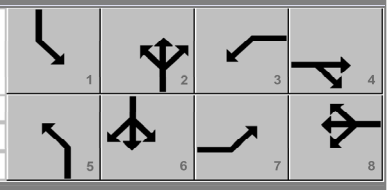
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	No Build AM	Analysis Period	7> 8:30
Intersection	St Francis & Sawmill	File Name	NBAM.xus		
Project Description	No Build AM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	236	4	76	36	28	36	304	1432	4	48	560	184

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	91	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0	
Yellow	0.0	0.0	0.0	0.0	0.0	0.0	
Red	0.0	0.0	0.0	0.0	0.0	0.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0		0	0	0	0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Queue Clearance Time (g_c), s	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Volume-to-Capacity Ratio (*X*)	0.000	0.000		0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0		0	0	0	0	0	0	0	0	0
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incremental Delay (d_2), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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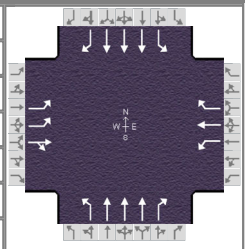
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	No Build AM	Analysis Period	8> 8:45
Intersection	St Francis & Sawmill	File Name	NBAM.xus		
Project Description	No Build AM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	252	12	36	8	32	56	188	1448	0	32	580	136

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	91	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0	1	2	3	4			
Yellow	0.0	0.0	0.0	0.0	0.0	0.0	5	6	7	8			
Red	0.0	0.0	0.0	0.0	0.0	0.0							

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0		0	0	0	0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Queue Clearance Time (g_c), s	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Volume-to-Capacity Ratio (*X*)	0.000	0.000		0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0		0	0	0	0	0	0	0	0	0
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incremental Delay (d_2), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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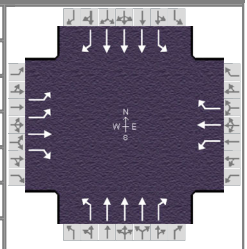
HCS7 Signalized Intersection Results Summary

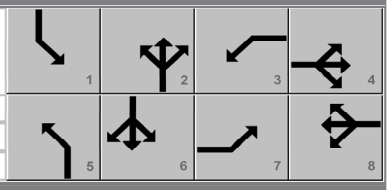
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	No Build AM	Analysis Period	1> 7:00
Intersection	St Francis & Siringo	File Name	NBAM.xus		
Project Description	No Build AM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	132	24	116	48	48	48	160	1092	60	48	572	12

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	8	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0						
Yellow	0.0	0.0	0.0	0.0	0.0	0.0						
Red	0.0	0.0	0.0	0.0	0.0	0.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Cycle Queue Clearance Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0	0	0	0	0	0	0	0	0	0	
Volume-to-Capacity Ratio (*X*)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0	0	0	0	0	0	0	0	0	0	
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Uniform Delay (d_1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Incremental Delay (d_2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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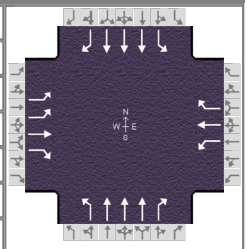
HCS7 Signalized Intersection Results Summary

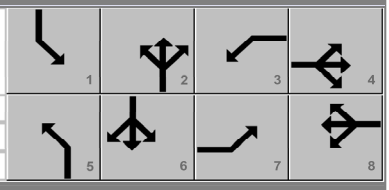
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	No Build AM	Analysis Period	2> 7:15
Intersection	St Francis & Siringo	File Name	NBAM.xus		
Project Description	No Build AM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	204	44	120	36	36	132	256	1396	116	80	696	72

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	8	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0						
Yellow	0.0	0.0	0.0	0.0	0.0	0.0						
Red	0.0	0.0	0.0	0.0	0.0	0.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Cycle Queue Clearance Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0	0	0	0	0	0	0	0	0	0	
Volume-to-Capacity Ratio (*X*)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0	0	0	0	0	0	0	0	0	0	
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Uniform Delay (d_1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Incremental Delay (d_2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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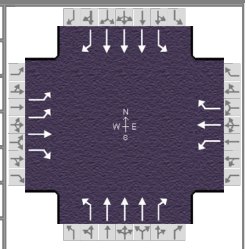
HCS7 Signalized Intersection Results Summary

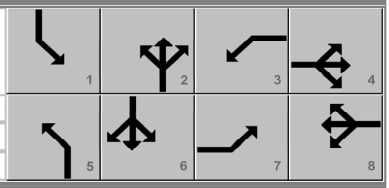
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	No Build AM	Analysis Period	3> 7:30
Intersection	St Francis & Siringo	File Name	NBAM.xus		
Project Description	No Build AM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	344	88	152	120	72	132	292	2400	112	92	1180	72

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	8	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0						
Yellow	0.0	0.0	0.0	0.0	0.0	0.0						
Red	0.0	0.0	0.0	0.0	0.0	0.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Cycle Queue Clearance Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0	0	0	0	0	0	0	0	0	0	
Volume-to-Capacity Ratio (*X*)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0	0	0	0	0	0	0	0	0	0	
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Uniform Delay (d_1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Incremental Delay (d_2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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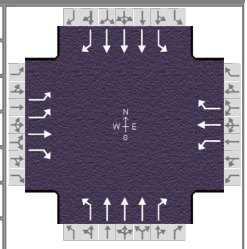
HCS7 Signalized Intersection Results Summary

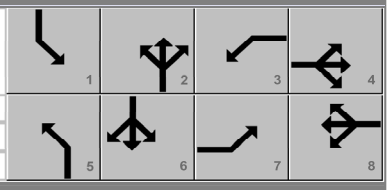
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	No Build AM	Analysis Period	4> 7:45
Intersection	St Francis & Siringo	File Name	NBAM.xus		
Project Description	No Build AM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	388	132	132	112	84	160	408	2492	224	140	1236	120

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	8	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0						
Yellow	0.0	0.0	0.0	0.0	0.0	0.0						
Red	0.0	0.0	0.0	0.0	0.0	0.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Cycle Queue Clearance Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0	0	0	0	0	0	0	0	0	0	
Volume-to-Capacity Ratio (*X*)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0	0	0	0	0	0	0	0	0	0	
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Uniform Delay (d_1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Incremental Delay (d_2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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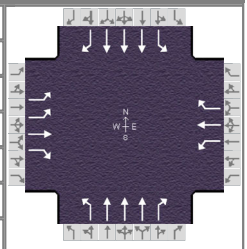
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	No Build AM	Analysis Period	5> 8:00
Intersection	St Francis & Siringo	File Name	NBAM.xus		
Project Description	No Build AM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	332	116	120	128	76	104	308	2068	328	168	988	144

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	8	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0	1	2	3	4			
Yellow	0.0	0.0	0.0	0.0	0.0	0.0	5	6	7	8			
Red	0.0	0.0	0.0	0.0	0.0	0.0							

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Cycle Queue Clearance Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0	0	0	0	0	0	0	0	0	0	
Volume-to-Capacity Ratio (*X*)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0	0	0	0	0	0	0	0	0	0	
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Uniform Delay (d_1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Incremental Delay (d_2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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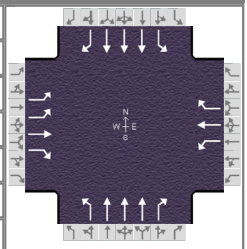
HCS7 Signalized Intersection Results Summary

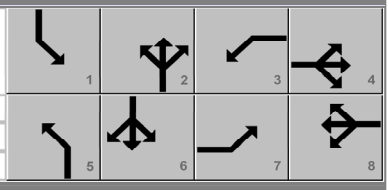
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	No Build AM	Analysis Period	6> 8:15
Intersection	St Francis & Siringo	File Name	NBAM.xus		
Project Description	No Build AM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	236	120	156	92	88	100	300	1776	368	164	904	104

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	8	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0						
Yellow	0.0	0.0	0.0	0.0	0.0	0.0						
Red	0.0	0.0	0.0	0.0	0.0	0.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Cycle Queue Clearance Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0	0	0	0	0	0	0	0	0	0	
Volume-to-Capacity Ratio (*X*)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0	0	0	0	0	0	0	0	0	0	
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Uniform Delay (d_1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Incremental Delay (d_2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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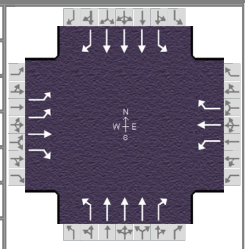
HCS7 Signalized Intersection Results Summary

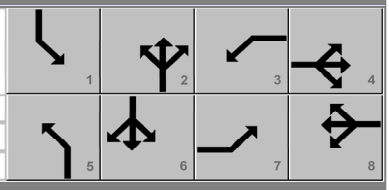
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	No Build AM	Analysis Period	7> 8:30
Intersection	St Francis & Siringo	File Name	NBAM.xus		
Project Description	No Build AM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	272	72	128	76	104	76	328	1736	192	60	924	96

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	8	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0						
Yellow	0.0	0.0	0.0	0.0	0.0	0.0						
Red	0.0	0.0	0.0	0.0	0.0	0.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Cycle Queue Clearance Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0	0	0	0	0	0	0	0	0	0	
Volume-to-Capacity Ratio (*X*)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0	0	0	0	0	0	0	0	0	0	
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Uniform Delay (d_1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Incremental Delay (d_2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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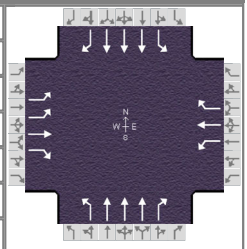
HCS7 Signalized Intersection Results Summary

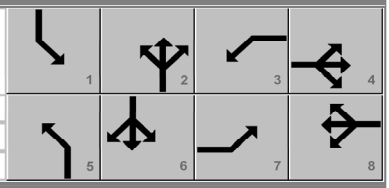
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	No Build AM	Analysis Period	8> 8:45
Intersection	St Francis & Siringo	File Name	NBAM.xus		
Project Description	No Build AM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	224	56	164	68	68	100	248	1796	72	68	904	44

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	8	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0							
Yellow	0.0	0.0	0.0	0.0	0.0	0.0							
Red	0.0	0.0	0.0	0.0	0.0	0.0							



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Cycle Queue Clearance Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0	0	0	0	0	0	0	0	0	0	
Volume-to-Capacity Ratio (*X*)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0	0	0	0	0	0	0	0	0	0	
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Uniform Delay (d_1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Incremental Delay (d_2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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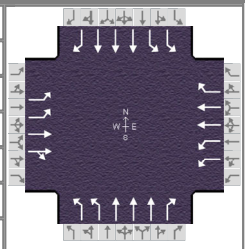
HCS7 Signalized Intersection Results Summary

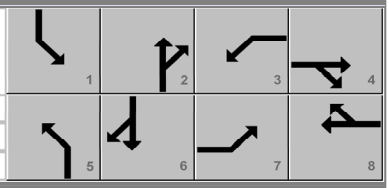
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	No Build AM	Analysis Period	1> 7:00
Intersection	St Francis & Zia	File Name	NBAM.xus		
Project Description	No Build AM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	288	52	16	56	8	20	36	952	32	44	492	56

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0	
Yellow	0.0	0.0	0.0	0.0	0.0	0.0	
Red	0.0	0.0	0.0	0.0	0.0	0.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Queue Clearance Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Volume-to-Capacity Ratio (*X*)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0	0	0	0	0	0	0	0	0	0	0
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incremental Delay (d_2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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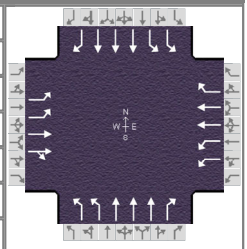
HCS7 Signalized Intersection Results Summary

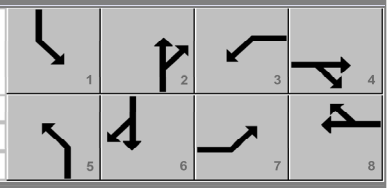
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	No Build AM	Analysis Period	2> 7:15
Intersection	St Francis & Zia	File Name	NBAM.xus		
Project Description	No Build AM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	316	124	40	48	36	28	52	1240	88	40	692	72

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0						
Yellow	0.0	0.0	0.0	0.0	0.0	0.0						
Red	0.0	0.0	0.0	0.0	0.0	0.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Queue Clearance Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Volume-to-Capacity Ratio (*X*)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0	0	0	0	0	0	0	0	0	0	0
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incremental Delay (d_2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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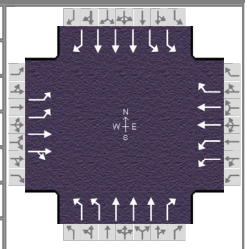
HCS7 Signalized Intersection Results Summary

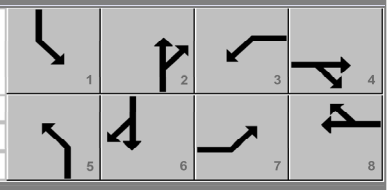
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	No Build AM	Analysis Period	3> 7:30
Intersection	St Francis & Zia	File Name	NBAM.xus		
Project Description	No Build AM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	544	192	20	60	40	80	84	2008	92	124	1000	148

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0	
Yellow	0.0	0.0	0.0	0.0	0.0	0.0	
Red	0.0	0.0	0.0	0.0	0.0	0.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Queue Clearance Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Volume-to-Capacity Ratio (*X*)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0	0	0	0	0	0	0	0	0	0	0
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incremental Delay (d_2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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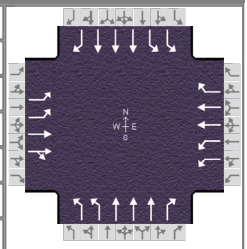
HCS7 Signalized Intersection Results Summary

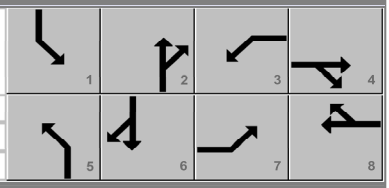
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	No Build AM	Analysis Period	4> 7:45
Intersection	St Francis & Zia	File Name	NBAM.xus		
Project Description	No Build AM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	560	240	48	80	72	48	72	2188	172	156	1072	192

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0						
Yellow	0.0	0.0	0.0	0.0	0.0	0.0						
Red	0.0	0.0	0.0	0.0	0.0	0.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Queue Clearance Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Volume-to-Capacity Ratio (*X*)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0	0	0	0	0	0	0	0	0	0	0
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incremental Delay (d_2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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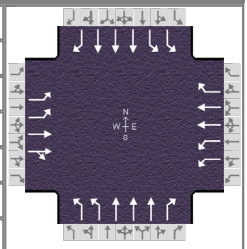
HCS7 Signalized Intersection Results Summary

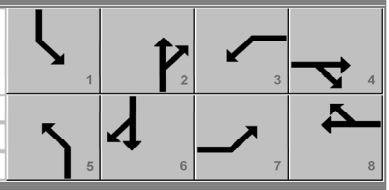
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	No Build AM	Analysis Period	5> 8:00
Intersection	St Francis & Zia	File Name	NBAM.xus		
Project Description	No Build AM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	484	208	40	80	60	32	124	1904	80	144	944	140

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0	
Yellow	0.0	0.0	0.0	0.0	0.0	0.0	
Red	0.0	0.0	0.0	0.0	0.0	0.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Queue Clearance Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Volume-to-Capacity Ratio (*X*)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0	0	0	0	0	0	0	0	0	0	0
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incremental Delay (d_2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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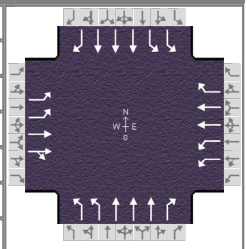
HCS7 Signalized Intersection Results Summary

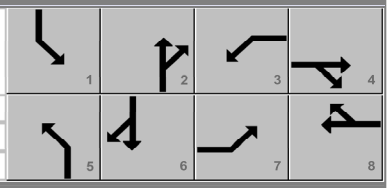
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	No Build AM	Analysis Period	6> 8:15
Intersection	St Francis & Zia	File Name	NBAM.xus		
Project Description	No Build AM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	532	112	16	68	64	24	152	1648	108	104	832	172

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0							
Yellow	0.0	0.0	0.0	0.0	0.0	0.0							
Red	0.0	0.0	0.0	0.0	0.0	0.0							



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Queue Clearance Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Volume-to-Capacity Ratio (*X*)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0	0	0	0	0	0	0	0	0	0	0
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incremental Delay (d_2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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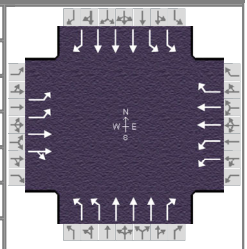
HCS7 Signalized Intersection Results Summary

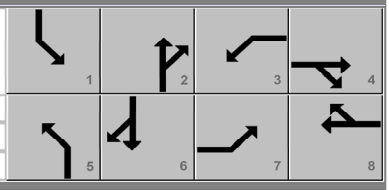
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	No Build AM	Analysis Period	7> 8:30
Intersection	St Francis & Zia	File Name	NBAM.xus		
Project Description	No Build AM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	436	136	36	60	52	32	152	1516	88	60	820	144

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0							
Yellow	0.0	0.0	0.0	0.0	0.0	0.0							
Red	0.0	0.0	0.0	0.0	0.0	0.0							



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Queue Clearance Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Volume-to-Capacity Ratio (*X*)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0	0	0	0	0	0	0	0	0	0	0
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incremental Delay (d_2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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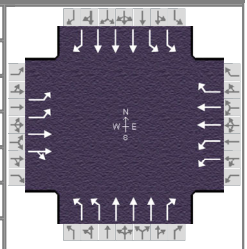
HCS7 Signalized Intersection Results Summary

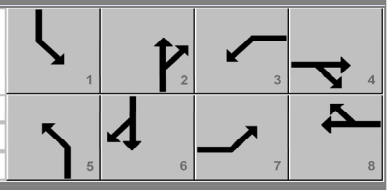
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	No Build AM	Analysis Period	8> 8:45
Intersection	St Francis & Zia	File Name	NBAM.xus		
Project Description	No Build AM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	360	184	28	48	40	48	48	1536	68	120	708	132

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0						
Yellow	0.0	0.0	0.0	0.0	0.0	0.0						
Red	0.0	0.0	0.0	0.0	0.0	0.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Queue Clearance Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Volume-to-Capacity Ratio (*X*)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0	0	0	0	0	0	0	0	0	0	0
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incremental Delay (d_2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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HCS7 Two-Way Stop-Control Report

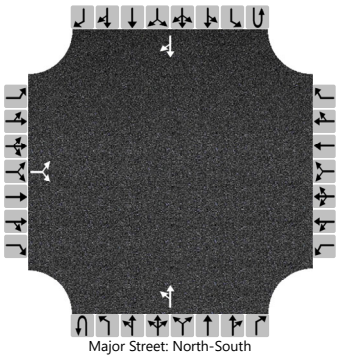
General Information

Analyst	MB
Agency/Co.	BHI
Date Performed	8/6/2020
Analysis Year	2020
Time Analyzed	No Build AM
Intersection Orientation	North-South
Project Description	Zia Station

Site Information

Intersection	Galisteo and Calle Lumino
Jurisdiction	City of Santa Fe
East/West Street	Calle Luminoso
North/South Street	Galisteo
Peak Hour Factor	0.82
Analysis Time Period (hrs)	1.00

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume (veh/h)		9		1						0	84				39	1
Percent Heavy Vehicles (%)		0		0						0						
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.40		6.20						4.10						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.50		3.30						2.20						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			12							0						
Capacity, c (veh/h)			861							1571						
v/c Ratio			0.01							0.00						
95% Queue Length, Q_{95} (veh)			0.0							0.0						
Control Delay (s/veh)			9.2							7.3						
Level of Service (LOS)			A							A						
Approach Delay (s/veh)		9.2								0.0						
Approach LOS		A														

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HCS7 Two-Way Stop-Control Report

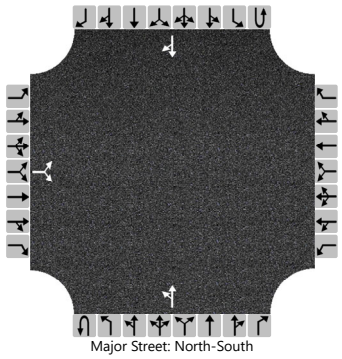
General Information

Analyst	MB
Agency/Co.	BHI
Date Performed	8/6/2020
Analysis Year	2020
Time Analyzed	No Build AM
Intersection Orientation	North-South
Project Description	Zia Station

Site Information

Intersection	Galisteo and Cam Pabilo
Jurisdiction	City of Santa Fe
East/West Street	Camino de Pabilo
North/South Street	Galisteo
Peak Hour Factor	0.76
Analysis Time Period (hrs)	1.00

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume (veh/h)		7		4						1	77				37	2
Percent Heavy Vehicles (%)		0		0						0						
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.40		6.20						4.10						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.50		3.30						2.20						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			14							1						
Capacity, c (veh/h)			900							1568						
v/c Ratio			0.02							0.00						
95% Queue Length, Q_{95} (veh)			0.0							0.0						
Control Delay (s/veh)			9.1							7.3						
Level of Service (LOS)			A							A						
Approach Delay (s/veh)		9.1								0.1						
Approach LOS		A														

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HCS7 Two-Way Stop-Control Report

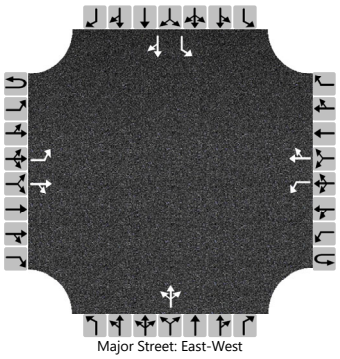
General Information

Analyst	MB
Agency/Co.	BHI
Date Performed	8/6/2020
Analysis Year	2024
Time Analyzed	No Build AM
Intersection Orientation	East-West
Project Description	Zia Station

Site Information

Intersection	Rodeo and Galisteo
Jurisdiction	City of Santa Fe
East/West Street	Rodeo
North/South Street	Galisteo
Peak Hour Factor	0.94
Analysis Time Period (hrs)	1.00

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	1	1	0		0	1	0		1	1	0
Configuration		L		TR		L		TR			LTR			L		TR
Volume (veh/h)		28	809	5		19	479	18		3	5	43		14	3	33
Percent Heavy Vehicles (%)		2				2				2	2	2		2	2	2
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type | Storage	Left + Thru								1							

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.12				4.12				7.12	6.52	6.22		7.12	6.52	6.22
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.22				2.22				3.52	4.02	3.32		3.52	4.02	3.32

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		30				20					54			15		38
Capacity, c (veh/h)		1038				777					323			179		557
v/c Ratio		0.03				0.03					0.17			0.08		0.07
95% Queue Length, Q_{95} (veh)		0.1				0.1					0.6			0.3		0.2
Control Delay (s/veh)		8.6				9.8					18.4			26.9		11.9
Level of Service (LOS)		A				A					C			D		B
Approach Delay (s/veh)	0.3				0.4				18.4				16.1			
Approach LOS									C				C			

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HCS7 Two-Way Stop-Control Report

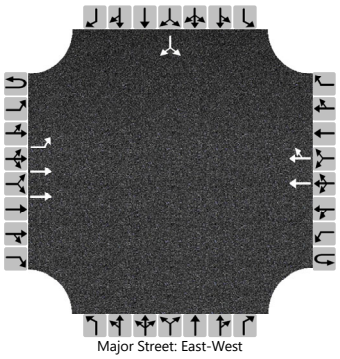
General Information

Analyst	MB
Agency/Co.	BHI
Date Performed	8/6/2020
Analysis Year	2024
Time Analyzed	No Build AM
Intersection Orientation	East-West
Project Description	Zia Station

Site Information

Intersection	Zia and Candelero
Jurisdiction	City of Santa Fe
East/West Street	Zia
North/South Street	Candelero
Peak Hour Factor	0.94
Analysis Time Period (hrs)	1.00

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	0	2	0		0	0	0		0	1	0
Configuration		L	T				T	TR							LR	
Volume (veh/h)	0	2	703				428	10						24		6
Percent Heavy Vehicles (%)	3	3												3		3
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.5		6.9
Critical Headway (sec)		4.16												6.86		6.96
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.23												3.53		3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		2													32	
Capacity, c (veh/h)		1085													344	
v/c Ratio		0.00													0.09	
95% Queue Length, Q_{95} (veh)		0.0													0.3	
Control Delay (s/veh)		8.3													16.6	
Level of Service (LOS)		A													C	
Approach Delay (s/veh)	0.0												16.6			
Approach LOS													C			

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HCS7 Two-Way Stop-Control Report

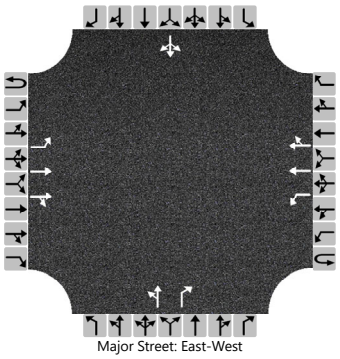
General Information

Analyst	MB
Agency/Co.	BHI
Date Performed	8/6/2020
Analysis Year	2024
Time Analyzed	No Build AM
Intersection Orientation	East-West
Project Description	Zia Station

Site Information

Intersection	Zia and Galisteo
Jurisdiction	City of Santa Fe
East/West Street	Zia
North/South Street	Galisteo
Peak Hour Factor	0.95
Analysis Time Period (hrs)	1.00

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	1	2	0		0	1	1		0	1	0
Configuration		L	T	TR		L	T	TR		LT		R			LTR	
Volume (veh/h)	0	0	724	9	0	28	415	0		5	0	104		0	0	0
Percent Heavy Vehicles (%)	3	3			3	3				3	3	3		3	3	3
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized										No						
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.5	6.5	6.9		7.5	6.5	6.9
Critical Headway (sec)		4.16				4.16				7.56	6.56	6.96		7.56	6.56	6.96
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.23				2.23				3.53	4.03	3.33		3.53	4.03	3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		0				29				5		109			0	
Capacity, c (veh/h)		1112				833				177		610				
v/c Ratio		0.00				0.04				0.03		0.18				
95% Queue Length, Q_{95} (veh)		0.0				0.1				0.1		0.7				
Control Delay (s/veh)		8.2				9.5				26.0		12.2				
Level of Service (LOS)		A				A				D		B				
Approach Delay (s/veh)	0.0				0.6				12.8							
Approach LOS									B							

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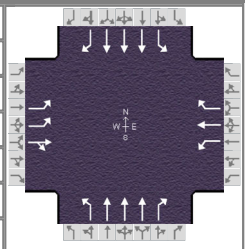
HCS7 Signalized Intersection Results Summary

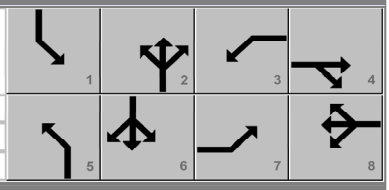
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	No Build PM	Analysis Period	1> 16:00
Intersection	St Francis & Sawmill	File Name	NBPM.xus		
Project Description	No Build PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	360	16	148	4	4	44	84	692	16	76	1516	264

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	10	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0						
Yellow	0.0	0.0	0.0	0.0	0.0	0.0						
Red	0.0	0.0	0.0	0.0	0.0	0.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0		0	0	0	0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Queue Clearance Time (g_c), s	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Volume-to-Capacity Ratio (*X*)	0.000	0.000		0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0		0	0	0	0	0	0	0	0	0
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incremental Delay (d_2), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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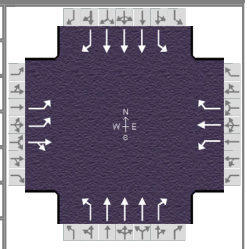
HCS7 Signalized Intersection Results Summary

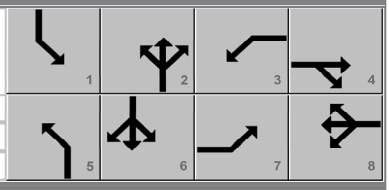
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	No Build PM	Analysis Period	2> 16:15
Intersection	St Francis & Sawmill	File Name	NBPM.xus		
Project Description	No Build PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	244	32	180	8	20	20	92	604	4	108	1284	232

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	10	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0						
Yellow	0.0	0.0	0.0	0.0	0.0	0.0						
Red	0.0	0.0	0.0	0.0	0.0	0.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0		0	0	0	0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Queue Clearance Time (g_c), s	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Volume-to-Capacity Ratio (*X*)	0.000	0.000		0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0		0	0	0	0	0	0	0	0	0
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incremental Delay (d_2), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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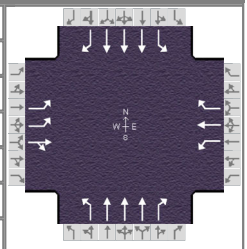
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	No Build PM	Analysis Period	3> 16:30
Intersection	St Francis & Sawmill	File Name	NBPM.xus		
Project Description	No Build PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	276	16	256	12	32	12	92	740	4	140	1552	248

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	10	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0	1	2	3	4		
Yellow	0.0	0.0	0.0	0.0	0.0	0.0	5	6	7	8		
Red	0.0	0.0	0.0	0.0	0.0	0.0						

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0		0	0	0	0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Queue Clearance Time (g_c), s	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Volume-to-Capacity Ratio (*X*)	0.000	0.000		0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0		0	0	0	0	0	0	0	0	0
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incremental Delay (d_2), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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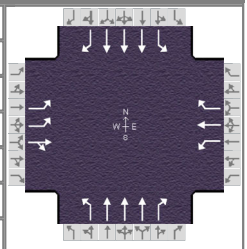
HCS7 Signalized Intersection Results Summary

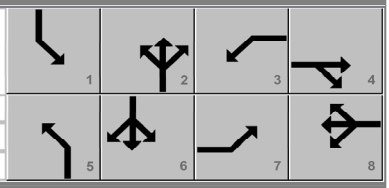
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	No Build PM	Analysis Period	4> 16:45
Intersection	St Francis & Sawmill	File Name	NBPM.xus		
Project Description	No Build PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	296	28	252	8	20	32	160	704	12	132	1648	272

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	10	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0							
Yellow	0.0	0.0	0.0	0.0	0.0	0.0							
Red	0.0	0.0	0.0	0.0	0.0	0.0							



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0		0	0	0	0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Queue Clearance Time (g_c), s	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Volume-to-Capacity Ratio (*X*)	0.000	0.000		0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0		0	0	0	0	0	0	0	0	0
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incremental Delay (d_2), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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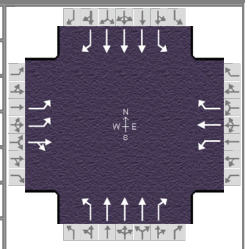
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	No Build PM	Analysis Period	5> 17:00
Intersection	St Francis & Sawmill	File Name	NBPM.xus		
Project Description	No Build PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	344	32	248	8	8	44	144	796	16	128	1832	264

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	10	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

									1	2	3	4	
Green	0.0	0.0	0.0	0.0	0.0	0.0							
Yellow	0.0	0.0	0.0	0.0	0.0	0.0			5	6	7	8	
Red	0.0	0.0	0.0	0.0	0.0	0.0							

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0		0	0	0	0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Queue Clearance Time (g_c), s	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Volume-to-Capacity Ratio (*X*)	0.000	0.000		0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0		0	0	0	0	0	0	0	0	0
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incremental Delay (d_2), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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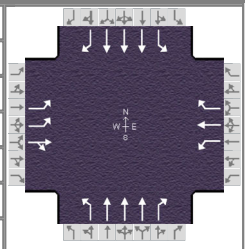
HCS7 Signalized Intersection Results Summary

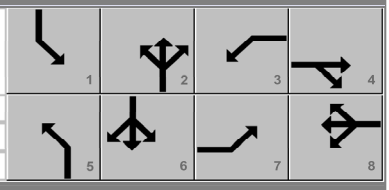
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	No Build PM	Analysis Period	5> 17:00
Intersection	St Francis & Sawmill	File Name	NBPM.xus		
Project Description	No Build PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	344	32	248	8	8	44	144	796	16	128	1832	264

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	10	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0							
Yellow	0.0	0.0	0.0	0.0	0.0	0.0							
Red	0.0	0.0	0.0	0.0	0.0	0.0							



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0		0	0	0	0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Queue Clearance Time (g_c), s	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Volume-to-Capacity Ratio (*X*)	0.000	0.000		0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0		0	0	0	0	0	0	0	0	0
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incremental Delay (d_2), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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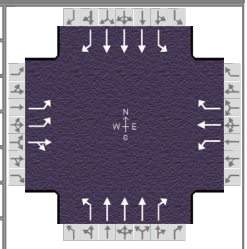
HCS7 Signalized Intersection Results Summary

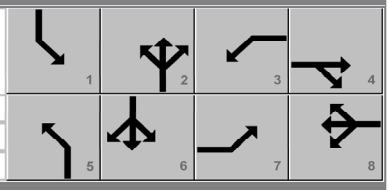
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	No Build PM	Analysis Period	5> 17:00
Intersection	St Francis & Sawmill	File Name	NBPM.xus		
Project Description	No Build PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	344	32	248	8	8	44	144	796	16	128	1832	264

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	10	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0							
Yellow	0.0	0.0	0.0	0.0	0.0	0.0							
Red	0.0	0.0	0.0	0.0	0.0	0.0							



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0		0	0	0	0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Queue Clearance Time (g_c), s	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Volume-to-Capacity Ratio (*X*)	0.000	0.000		0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0		0	0	0	0	0	0	0	0	0
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incremental Delay (d_2), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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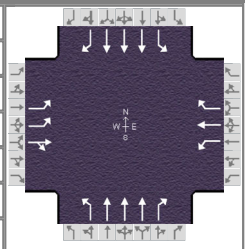
HCS7 Signalized Intersection Results Summary

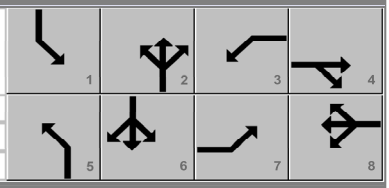
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	No Build PM	Analysis Period	5> 17:00
Intersection	St Francis & Sawmill	File Name	NBPM.xus		
Project Description	No Build PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	344	32	248	8	8	44	144	796	16	128	1832	264

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	10	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0							
Yellow	0.0	0.0	0.0	0.0	0.0	0.0							
Red	0.0	0.0	0.0	0.0	0.0	0.0							



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0		0	0	0	0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Queue Clearance Time (g_c), s	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Volume-to-Capacity Ratio (*X*)	0.000	0.000		0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0		0	0	0	0	0	0	0	0	0
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incremental Delay (d_2), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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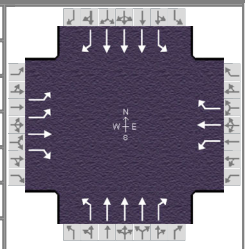
HCS7 Signalized Intersection Results Summary

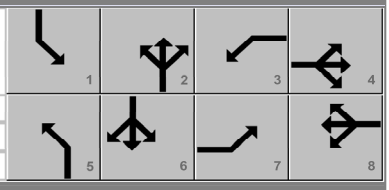
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	No Build PM	Analysis Period	1> 16:00
Intersection	St Francis & Siringo	File Name	NBPM.xus		
Project Description	No Build PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	200	64	228	140	120	72	220	1140	44	104	2068	164

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	111	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0						
Yellow	0.0	0.0	0.0	0.0	0.0	0.0						
Red	0.0	0.0	0.0	0.0	0.0	0.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Cycle Queue Clearance Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0	0	0	0	0	0	0	0	0	0	
Volume-to-Capacity Ratio (*X*)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0	0	0	0	0	0	0	0	0	0	
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Uniform Delay (d_1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Incremental Delay (d_2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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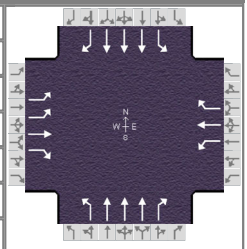
HCS7 Signalized Intersection Results Summary

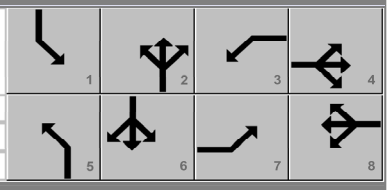
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	No Build PM	Analysis Period	2> 16:15
Intersection	St Francis & Siringo	File Name	NBPM.xus		
Project Description	No Build PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	132	64	228	104	128	60	152	984	84	80	1816	140

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	111	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0	
Yellow	0.0	0.0	0.0	0.0	0.0	0.0	
Red	0.0	0.0	0.0	0.0	0.0	0.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Cycle Queue Clearance Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0	0	0	0	0	0	0	0	0	0	
Volume-to-Capacity Ratio (*X*)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0	0	0	0	0	0	0	0	0	0	
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Uniform Delay (d_1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Incremental Delay (d_2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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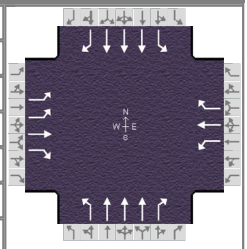
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	No Build PM	Analysis Period	3> 16:30
Intersection	St Francis & Siringo	File Name	NBPM.xus		
Project Description	No Build PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	168	88	256	156	132	64	192	1216	56	76	2212	156

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	111	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0	1	2	3	4		
Yellow	0.0	0.0	0.0	0.0	0.0	0.0	5	6	7	8		
Red	0.0	0.0	0.0	0.0	0.0	0.0						

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Cycle Queue Clearance Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0	0	0	0	0	0	0	0	0	0	
Volume-to-Capacity Ratio (*X*)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0	0	0	0	0	0	0	0	0	0	
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Uniform Delay (d_1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Incremental Delay (d_2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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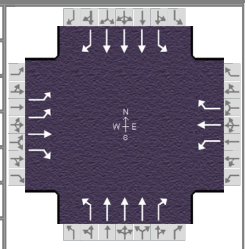
HCS7 Signalized Intersection Results Summary

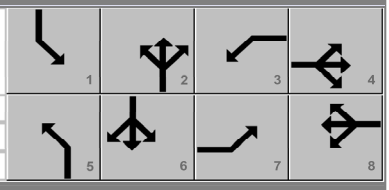
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	No Build PM	Analysis Period	4> 16:45
Intersection	St Francis & Siringo	File Name	NBPM.xus		
Project Description	No Build PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	184	116	240	180	132	56	212	1272	64	80	2344	156

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	111	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0						
Yellow	0.0	0.0	0.0	0.0	0.0	0.0						
Red	0.0	0.0	0.0	0.0	0.0	0.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Cycle Queue Clearance Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0	0	0	0	0	0	0	0	0	0	
Volume-to-Capacity Ratio (*X*)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0	0	0	0	0	0	0	0	0	0	
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Uniform Delay (d_1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Incremental Delay (d_2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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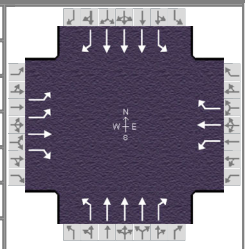
HCS7 Signalized Intersection Results Summary

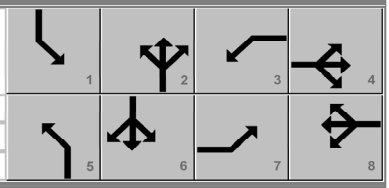
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	No Build PM	Analysis Period	5> 17:00
Intersection	St Francis & Siringo	File Name	NBPM.xus		
Project Description	No Build PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	156	84	344	132	184	84	232	1336	108	56	2584	156

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	111	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0						
Yellow	0.0	0.0	0.0	0.0	0.0	0.0						
Red	0.0	0.0	0.0	0.0	0.0	0.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Cycle Queue Clearance Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0	0	0	0	0	0	0	0	0	0	
Volume-to-Capacity Ratio (*X*)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0	0	0	0	0	0	0	0	0	0	
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Uniform Delay (d_1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Incremental Delay (d_2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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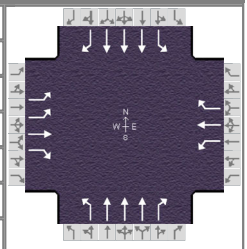
HCS7 Signalized Intersection Results Summary

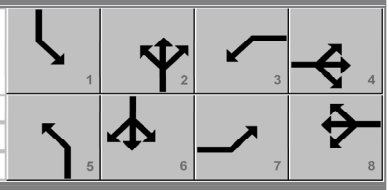
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	No Build PM	Analysis Period	6> 17:15
Intersection	St Francis & Siringo	File Name	NBPM.xus		
Project Description	No Build PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	164	120	340	176	168	84	268	1448	84	88	2740	164

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	111	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0						
Yellow	0.0	0.0	0.0	0.0	0.0	0.0						
Red	0.0	0.0	0.0	0.0	0.0	0.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Cycle Queue Clearance Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0	0	0	0	0	0	0	0	0	0	
Volume-to-Capacity Ratio (*X*)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0	0	0	0	0	0	0	0	0	0	
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Uniform Delay (d_1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Incremental Delay (d_2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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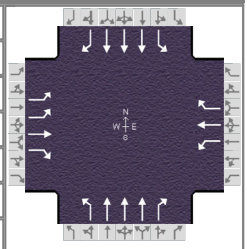
HCS7 Signalized Intersection Results Summary

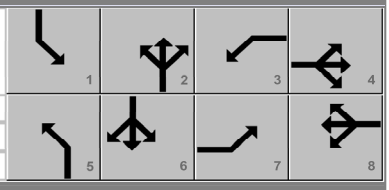
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	No Build PM	Analysis Period	7> 17:30
Intersection	St Francis & Siringo	File Name	NBPM.xus		
Project Description	No Build PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	108	92	288	100	136	100	148	1132	124	128	2008	200

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	111	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0	
Yellow	0.0	0.0	0.0	0.0	0.0	0.0	
Red	0.0	0.0	0.0	0.0	0.0	0.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Cycle Queue Clearance Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0	0	0	0	0	0	0	0	0	0	
Volume-to-Capacity Ratio (*X*)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0	0	0	0	0	0	0	0	0	0	
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Uniform Delay (d_1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Incremental Delay (d_2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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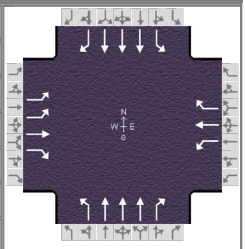
HCS7 Signalized Intersection Results Summary

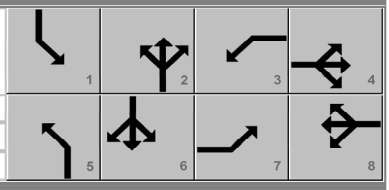
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	No Build PM	Analysis Period	8> 17:45
Intersection	St Francis & Siringo	File Name	NBPM.xus		
Project Description	No Build PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	80	84	292	136	80	96	184	1028	100	104	1980	108

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	111	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0						
Yellow	0.0	0.0	0.0	0.0	0.0	0.0						
Red	0.0	0.0	0.0	0.0	0.0	0.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Cycle Queue Clearance Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0	0	0	0	0	0	0	0	0	0	
Volume-to-Capacity Ratio (*X*)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0	0	0	0	0	0	0	0	0	0	
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Uniform Delay (d_1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Incremental Delay (d_2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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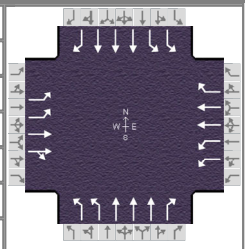
HCS7 Signalized Intersection Results Summary

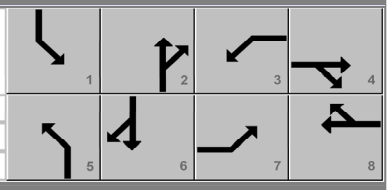
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	No Build PM	Analysis Period	1> 16:00
Intersection	St Francis & Zia	File Name	NBPM.xus		
Project Description	No Build PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	304	80	72	240	200	68	64	832	76	248	1684	392

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0						
Yellow	0.0	0.0	0.0	0.0	0.0	0.0						
Red	0.0	0.0	0.0	0.0	0.0	0.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Queue Clearance Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Volume-to-Capacity Ratio (*X*)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0	0	0	0	0	0	0	0	0	0	0
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incremental Delay (d_2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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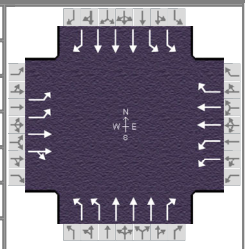
HCS7 Signalized Intersection Results Summary

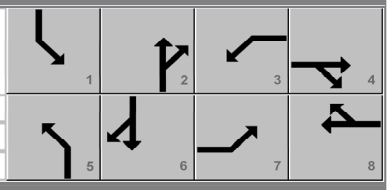
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	No Build PM	Analysis Period	2> 16:15
Intersection	St Francis & Zia	File Name	NBPM.xus		
Project Description	No Build PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	240	96	64	248	144	52	36	728	84	208	1524	296

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0						
Yellow	0.0	0.0	0.0	0.0	0.0	0.0						
Red	0.0	0.0	0.0	0.0	0.0	0.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Queue Clearance Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Volume-to-Capacity Ratio (*X*)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0	0	0	0	0	0	0	0	0	0	0
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incremental Delay (d_2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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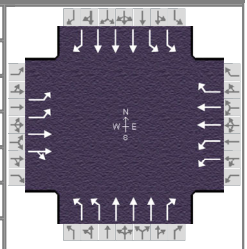
HCS7 Signalized Intersection Results Summary

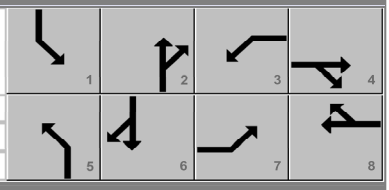
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	No Build PM	Analysis Period	3> 16:30
Intersection	St Francis & Zia	File Name	NBPM.xus		
Project Description	No Build PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	272	152	56	248	220	64	68	876	76	212	1776	444

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0						
Yellow	0.0	0.0	0.0	0.0	0.0	0.0						
Red	0.0	0.0	0.0	0.0	0.0	0.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Queue Clearance Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Volume-to-Capacity Ratio (*X*)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0	0	0	0	0	0	0	0	0	0	0
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incremental Delay (d_2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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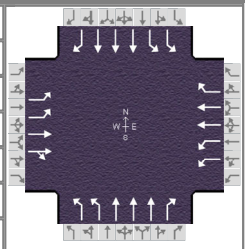
HCS7 Signalized Intersection Results Summary

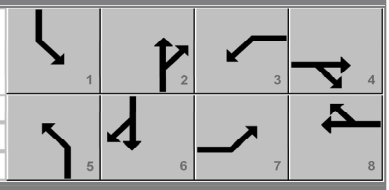
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	No Build PM	Analysis Period	4> 16:45
Intersection	St Francis & Zia	File Name	NBPM.xus		
Project Description	No Build PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	352	108	44	296	224	40	56	936	88	244	1836	488

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0	
Yellow	0.0	0.0	0.0	0.0	0.0	0.0	
Red	0.0	0.0	0.0	0.0	0.0	0.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Queue Clearance Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Volume-to-Capacity Ratio (*X*)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0	0	0	0	0	0	0	0	0	0	0
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incremental Delay (d_2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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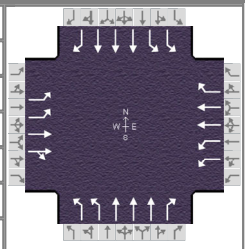
HCS7 Signalized Intersection Results Summary

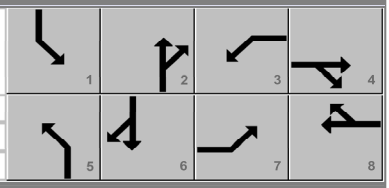
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	No Build PM	Analysis Period	5> 17:00
Intersection	St Francis & Zia	File Name	NBPM.xus		
Project Description	No Build PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	332	144	72	296	268	44	80	1016	72	196	2084	500

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0						
Yellow	0.0	0.0	0.0	0.0	0.0	0.0						
Red	0.0	0.0	0.0	0.0	0.0	0.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Queue Clearance Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Volume-to-Capacity Ratio (*X*)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0	0	0	0	0	0	0	0	0	0	0
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incremental Delay (d_2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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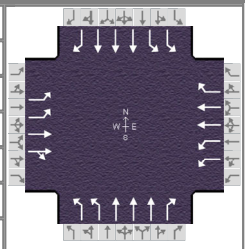
HCS7 Signalized Intersection Results Summary

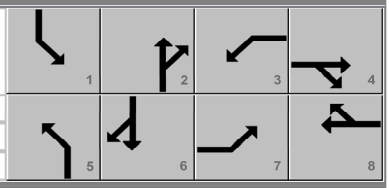
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	No Build PM	Analysis Period	6> 17:15
Intersection	St Francis & Zia	File Name	NBPM.xus		
Project Description	No Build PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	388	172	28	312	276	64	76	1080	96	284	2096	600

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0	
Yellow	0.0	0.0	0.0	0.0	0.0	0.0	
Red	0.0	0.0	0.0	0.0	0.0	0.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Queue Clearance Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Volume-to-Capacity Ratio (*X*)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0	0	0	0	0	0	0	0	0	0	0
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incremental Delay (d_2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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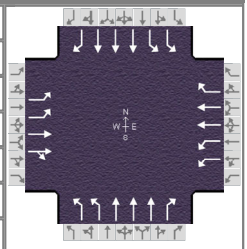
HCS7 Signalized Intersection Results Summary

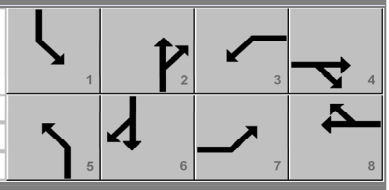
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	No Build PM	Analysis Period	7> 17:30
Intersection	St Francis & Zia	File Name	NBPM.xus		
Project Description	No Build PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	280	132	48	320	176	12	68	836	68	212	1604	504

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0						
Yellow	0.0	0.0	0.0	0.0	0.0	0.0						
Red	0.0	0.0	0.0	0.0	0.0	0.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Queue Clearance Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Volume-to-Capacity Ratio (*X*)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0	0	0	0	0	0	0	0	0	0	0
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incremental Delay (d_2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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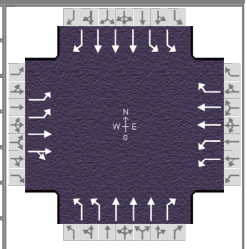
HCS7 Signalized Intersection Results Summary

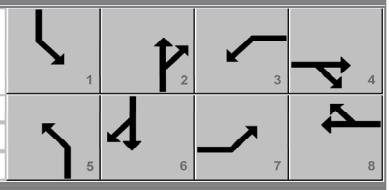
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	No Build PM	Analysis Period	8> 17:45
Intersection	St Francis & Zia	File Name	NBPM.xus		
Project Description	No Build PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	268	128	36	224	192	60	68	760	88	232	1492	452

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0						
Yellow	0.0	0.0	0.0	0.0	0.0	0.0						
Red	0.0	0.0	0.0	0.0	0.0	0.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Queue Clearance Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Volume-to-Capacity Ratio (*X*)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0	0	0	0	0	0	0	0	0	0	0
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incremental Delay (d_2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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HCS7 Two-Way Stop-Control Report

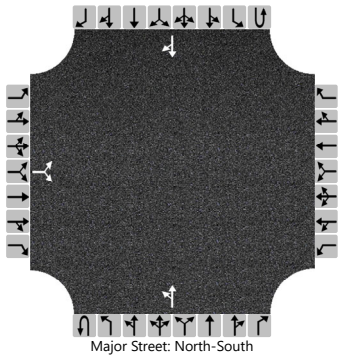
General Information

Analyst	MB
Agency/Co.	BHI
Date Performed	8/6/2020
Analysis Year	2020
Time Analyzed	No Build PM
Intersection Orientation	North-South
Project Description	Zia Station

Site Information

Intersection	Galisteo and Calle Lumino
Jurisdiction	City of Santa Fe
East/West Street	Calle Luminoso
North/South Street	Galisteo
Peak Hour Factor	0.90
Analysis Time Period (hrs)	1.00

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume (veh/h)		5		6						0	58				121	11
Percent Heavy Vehicles (%)		0		0						0						
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.40		6.20						4.10						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.50		3.30						2.20						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			12							0						
Capacity, c (veh/h)			851							1448						
v/c Ratio			0.01							0.00						
95% Queue Length, Q_{95} (veh)			0.0							0.0						
Control Delay (s/veh)			9.3							7.5						
Level of Service (LOS)			A							A						
Approach Delay (s/veh)		9.3								0.0						
Approach LOS		A														

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HCS7 Two-Way Stop-Control Report

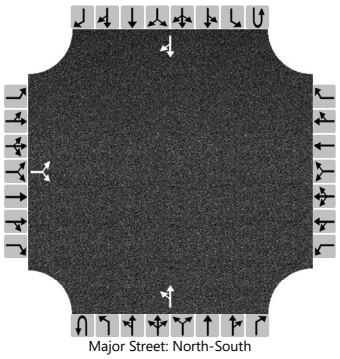
General Information

Analyst	MB
Agency/Co.	BHI
Date Performed	8/6/2020
Analysis Year	2020
Time Analyzed	No Build PM
Intersection Orientation	North-South
Project Description	Zia Station

Site Information

Intersection	Galisteo and Cam Pabilo
Jurisdiction	City of Santa Fe
East/West Street	Camino de Pabilo
North/South Street	Galisteo
Peak Hour Factor	0.90
Analysis Time Period (hrs)	1.00

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume (veh/h)		2		6						4	55				111	15
Percent Heavy Vehicles (%)		0		0						0						
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.40		6.20						4.10						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.50		3.30						2.20						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			9							4						
Capacity, c (veh/h)			885							1456						
v/c Ratio			0.01							0.00						
95% Queue Length, Q_{95} (veh)			0.0							0.0						
Control Delay (s/veh)			9.1							7.5						
Level of Service (LOS)			A							A						
Approach Delay (s/veh)		9.1								0.5						
Approach LOS		A														

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HCS7 Two-Way Stop-Control Report

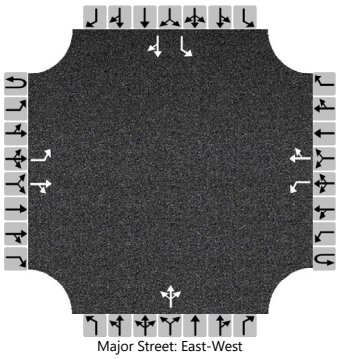
General Information

Analyst	MB
Agency/Co.	BHI
Date Performed	8/6/2020
Analysis Year	2024
Time Analyzed	No Build PM
Intersection Orientation	East-West
Project Description	Zia Station

Site Information

Intersection	Rodeo and Galisteo
Jurisdiction	City of Santa Fe
East/West Street	Rodeo
North/South Street	Galisteo
Peak Hour Factor	0.94
Analysis Time Period (hrs)	1.00

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	1	1	0		0	1	0		1	1	0
Configuration		L		TR		L		TR			LTR			L		TR
Volume (veh/h)		22	511	2		40	817	28		4	1	21		14	4	41
Percent Heavy Vehicles (%)		2				2				2	2	2		2	2	2
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized																
Median Type | Storage		Left + Thru								1						

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.12				4.12				7.12	6.52	6.22		7.12	6.52	6.22
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.22				2.22				3.52	4.02	3.32		3.52	4.02	3.32

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		23				43					28			15		48
Capacity, c (veh/h)		756				1023					382			191		344
v/c Ratio		0.03				0.04					0.07			0.08		0.14
95% Queue Length, Q_{95} (veh)		0.1				0.1					0.2			0.3		0.5
Control Delay (s/veh)		9.9				8.7					15.2			25.5		17.1
Level of Service (LOS)		A				A					C			D		C
Approach Delay (s/veh)		0.4				0.4				15.2				19.1		
Approach LOS										C				C		

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HCS7 Two-Way Stop-Control Report

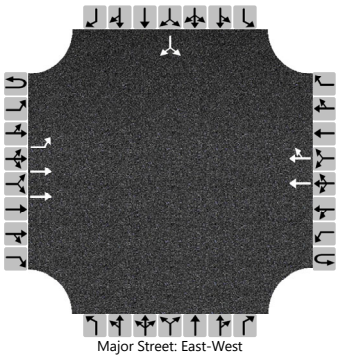
General Information

Analyst	MB
Agency/Co.	BHI
Date Performed	8/6/2020
Analysis Year	2024
Time Analyzed	No Build PM
Intersection Orientation	East-West
Project Description	Zia Station

Site Information

Intersection	Zia and Candelero
Jurisdiction	City of Santa Fe
East/West Street	Zia
North/South Street	Candelero
Peak Hour Factor	0.94
Analysis Time Period (hrs)	1.00

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	0	2	0		0	0	0		0	1	0
Configuration		L	T				T	TR							LR	
Volume (veh/h)	0	4	456				778	34						20		5
Percent Heavy Vehicles (%)	2	2												2		2
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.5		6.9
Critical Headway (sec)		4.14												6.84		6.94
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.22												3.52		3.32

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		4													27	
Capacity, c (veh/h)		775													237	
v/c Ratio		0.01													0.11	
95% Queue Length, Q_{95} (veh)		0.0													0.4	
Control Delay (s/veh)		9.7													22.1	
Level of Service (LOS)		A													C	
Approach Delay (s/veh)	0.1												22.1			
Approach LOS													C			

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HCS7 Two-Way Stop-Control Report

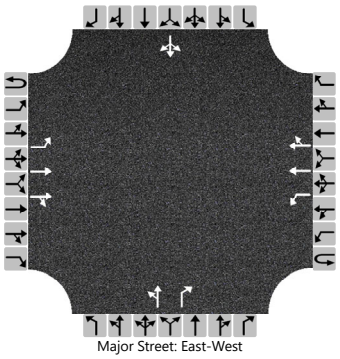
General Information

Analyst	MB
Agency/Co.	BHI
Date Performed	8/6/2020
Analysis Year	2024
Time Analyzed	No Build PM
Intersection Orientation	East-West
Project Description	Zia Station

Site Information

Intersection	Zia and Galisteo
Jurisdiction	City of Santa Fe
East/West Street	Zia
North/South Street	Galisteo
Peak Hour Factor	0.98
Analysis Time Period (hrs)	1.00

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	1	2	0		0	1	1		0	1	0
Configuration		L	T	TR		L	T	TR		LT		R			LTR	
Volume (veh/h)	0	0	467	7	0	107	789	0		8	0	57		0	0	0
Percent Heavy Vehicles (%)	3	3			3	3				3	3	3		3	3	3
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized										No						
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.5	6.5	6.9		7.5	6.5	6.9
Critical Headway (sec)		4.16				4.16				7.56	6.56	6.96		7.56	6.56	6.96
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.23				2.23				3.53	4.03	3.33		3.53	4.03	3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		0				109				8		58			0	
Capacity, c (veh/h)		809				1068				152		756				
v/c Ratio		0.00				0.10				0.05		0.08				
95% Queue Length, Q_{95} (veh)		0.0				0.3				0.2		0.2				
Control Delay (s/veh)		9.5				8.8				30.0		10.2				
Level of Service (LOS)		A				A				D		B				
Approach Delay (s/veh)	0.0				1.0				12.6							
Approach LOS									B							

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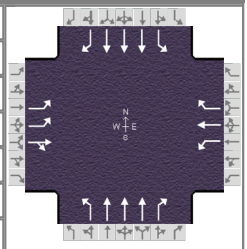
APPENDIX E

2024 BUILD INTERSECTION CAPACITY ANALYSIS

HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	Build AM	Analysis Period	1> 7:00
Intersection	St Francis & Sawmill	File Name	BAM.xus		
Project Description	Build AM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	132	0	52	8	12	36	188	824	0	8	360	96

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	91	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0	1	2	3	4		
Yellow	0.0	0.0	0.0	0.0	0.0	0.0	5	6	7	8		
Red	0.0	0.0	0.0	0.0	0.0	0.0						

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0		0	0	0	0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Queue Clearance Time (g_c), s	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Volume-to-Capacity Ratio (*X*)	0.000	0.000		0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0		0	0	0	0	0	0	0	0	0
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incremental Delay (d_2), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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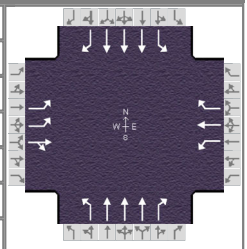
HCS7 Signalized Intersection Results Summary

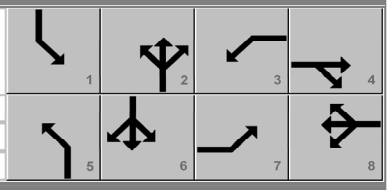
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	Build AM	Analysis Period	2> 7:15
Intersection	St Francis & Sawmill	File Name	BAM.xus		
Project Description	Build AM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	176	8	64	20	16	44	196	1164	8	24	500	100

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	91	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0						
Yellow	0.0	0.0	0.0	0.0	0.0	0.0						
Red	0.0	0.0	0.0	0.0	0.0	0.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0		0	0	0	0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Queue Clearance Time (g_c), s	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Volume-to-Capacity Ratio (*X*)	0.000	0.000		0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0		0	0	0	0	0	0	0	0	0
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incremental Delay (d_2), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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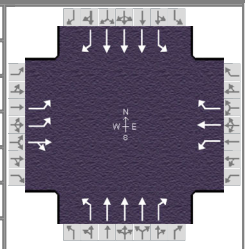
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	Build AM	Analysis Period	3> 7:30
Intersection	St Francis & Sawmill	File Name	BAM.xus		
Project Description	Build AM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	316	4	72	12	12	104	328	1868	8	20	808	184

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	91	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0	1	2	3	4			
Yellow	0.0	0.0	0.0	0.0	0.0	0.0	5	6	7	8			
Red	0.0	0.0	0.0	0.0	0.0	0.0							

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0		0	0	0	0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Queue Clearance Time (g_c), s	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Volume-to-Capacity Ratio (*X*)	0.000	0.000		0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0		0	0	0	0	0	0	0	0	0
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incremental Delay (d_2), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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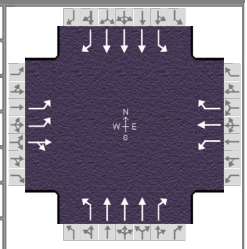
HCS7 Signalized Intersection Results Summary

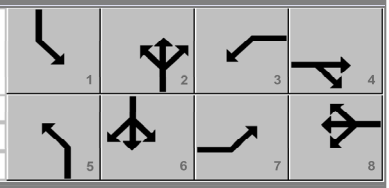
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	Build AM	Analysis Period	4> 7:45
Intersection	St Francis & Sawmill	File Name	BAM.xus		
Project Description	Build AM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	360	16	64	24	24	96	388	2060	0	32	788	304

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	91	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0						
Yellow	0.0	0.0	0.0	0.0	0.0	0.0						
Red	0.0	0.0	0.0	0.0	0.0	0.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0		0	0	0	0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Queue Clearance Time (g_c), s	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Volume-to-Capacity Ratio (*X*)	0.000	0.000		0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0		0	0	0	0	0	0	0	0	0
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incremental Delay (d_2), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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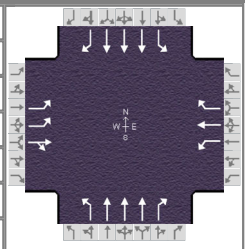
HCS7 Signalized Intersection Results Summary

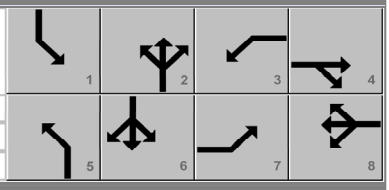
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	Build AM	Analysis Period	5> 8:00
Intersection	St Francis & Sawmill	File Name	BAM.xus		
Project Description	Build AM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	304	4	72	0	24	100	392	1720	16	52	704	224

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	91	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0						
Yellow	0.0	0.0	0.0	0.0	0.0	0.0						
Red	0.0	0.0	0.0	0.0	0.0	0.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0		0	0	0	0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Queue Clearance Time (g_c), s	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Volume-to-Capacity Ratio (*X*)	0.000	0.000		0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0		0	0	0	0	0	0	0	0	0
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incremental Delay (d_2), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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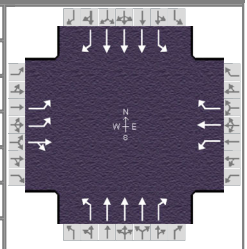
HCS7 Signalized Intersection Results Summary

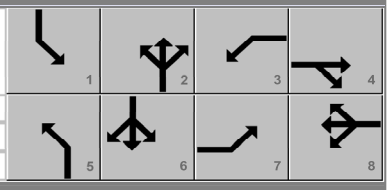
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	Build AM	Analysis Period	6> 8:15
Intersection	St Francis & Sawmill	File Name	BAM.xus		
Project Description	Build AM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	280	12	56	4	36	68	288	1628	8	52	712	120

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	91	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0	
Yellow	0.0	0.0	0.0	0.0	0.0	0.0	
Red	0.0	0.0	0.0	0.0	0.0	0.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0		0	0	0	0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Queue Clearance Time (g_c), s	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Volume-to-Capacity Ratio (*X*)	0.000	0.000		0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0		0	0	0	0	0	0	0	0	0
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incremental Delay (d_2), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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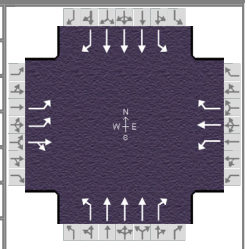
HCS7 Signalized Intersection Results Summary

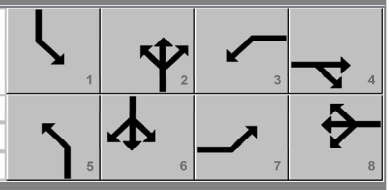
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	Build AM	Analysis Period	7> 8:30
Intersection	St Francis & Sawmill	File Name	BAM.xus		
Project Description	Build AM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	236	4	76	36	28	36	304	1432	4	48	560	184

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	91	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0							
Yellow	0.0	0.0	0.0	0.0	0.0	0.0							
Red	0.0	0.0	0.0	0.0	0.0	0.0							



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0		0	0	0	0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Queue Clearance Time (g_c), s	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Volume-to-Capacity Ratio (*X*)	0.000	0.000		0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0		0	0	0	0	0	0	0	0	0
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incremental Delay (d_2), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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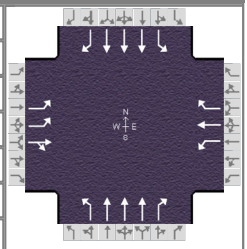
HCS7 Signalized Intersection Results Summary

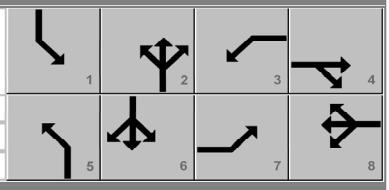
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	Build AM	Analysis Period	8> 8:45
Intersection	St Francis & Sawmill	File Name	BAM.xus		
Project Description	Build AM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	252	12	36	8	32	56	188	1448	0	32	580	136

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	91	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0							
Yellow	0.0	0.0	0.0	0.0	0.0	0.0							
Red	0.0	0.0	0.0	0.0	0.0	0.0							



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0		0	0	0	0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Queue Clearance Time (g_c), s	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Volume-to-Capacity Ratio (*X*)	0.000	0.000		0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0		0	0	0	0	0	0	0	0	0
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incremental Delay (d_2), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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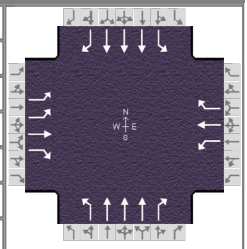
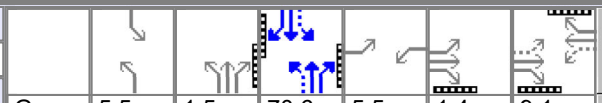
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	Build AM	Analysis Period	1> 7:00
Intersection	St Francis & Siringo	File Name	BAM.xus		
Project Description	Build AM				

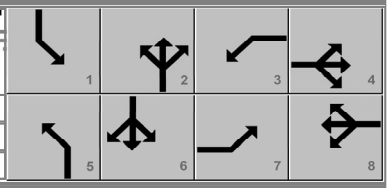


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	132	24	116	48	48	48	160	1092	60	48	572	12

Signal Information			
Cycle, s	115.0	Reference Phase	2
Offset, s	8	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On



Green	5.5	1.5	70.6	5.5	1.4	9.1
Yellow	3.0	0.0	4.3	3.0	0.0	3.0
Red	1.0	0.0	1.8	1.0	0.0	4.3



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	1.1	3.0	1.1	3.0	1.1	3.0	1.1	3.0
Phase Duration, s	10.9	17.8	9.5	16.4	10.9	78.2	9.5	76.7
Change Period, (*Y+R c*), s	4.0	7.5	4.0	7.5	4.0	6.3	4.0	6.3
Max Allow Headway (*MAH*), s	4.2	5.3	4.2	5.3	3.5	0.0	3.5	0.0
Queue Clearance Time (*g s*), s	5.9	9.6	4.8	5.0	5.4		3.1	
Green Extension Time (*g e*), s	0.3	0.7	0.1	1.0	0.2	0.0	0.1	0.0
Phase Call Probability	0.99	1.00	0.78	1.00	1.00		0.78	
Max Out Probability	0.00	0.30	0.00	0.04	0.02		0.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	132	24	116	48	48	48	150	1027	56	48	572	12
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1746	1870	1716	1784	1856	1718	1798	1698	1716	1798	1311	
Queue Service Time (*g s*), s	3.9	1.4	7.6	2.8	2.8	3.0	3.4	10.6	1.1	1.1	7.6	
Cycle Queue Clearance Time (*g c*), s	3.9	1.4	7.6	2.8	2.8	3.0	3.4	10.6	1.1	1.1	7.6	
Green Ratio (*g/C*)	0.14	0.09	0.09	0.13	0.08	0.08	0.67	0.63	0.63	0.66	0.61	
Capacity (*c*), veh/h	479	168	154	231	144	133	630	3185	1073	432	2409	
Volume-to-Capacity Ratio (*X*)	0.276	0.143	0.753	0.208	0.334	0.360	0.239	0.322	0.053	0.111	0.237	
Back of Queue (*Q*), ft/ln (95 th percentile)	78.9	30.5	169.8	58.7	64.4	64.9	55.4	161.2	16.9	16.9	92.4	
Back of Queue (*Q*), veh/ln (95 th percentile)	3.1	1.2	6.7	2.3	2.5	2.5	2.2	6.3	0.7	0.7	3.6	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.43	0.02	0.62	0.29	0.10	0.28	0.23	0.09	0.07	0.11	0.05	
Uniform Delay (*d 1*), s/veh	44.5	48.3	51.1	45.2	50.2	50.3	7.4	9.7	5.9	7.4	10.1	
Incremental Delay (*d 2*), s/veh	0.3	0.5	10.1	0.4	1.9	2.3	0.1	0.3	0.1	0.1	0.2	
Initial Queue Delay (*d 3*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	44.8	48.8	61.2	45.7	52.1	52.7	7.5	10.0	6.0	7.5	10.3	9.0
Level of Service (LOS)	D	D	E	D	D	D	A	A	A	A	B	A
Approach Delay, s/veh / LOS	52.1	D		50.2	D		9.5	A		10.1	B	
Intersection Delay, s/veh / LOS	17.3						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.74	C	2.74	C	2.07	B	2.24	B
Bicycle LOS Score / LOS	0.94	A	0.73	A	1.21	A	0.84	A

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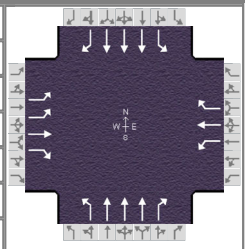
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	Build AM	Analysis Period	2> 7:15
Intersection	St Francis & Siringo	File Name	BAM.xus		
Project Description	Build AM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	204	44	120	36	36	132	256	1396	116	80	696	72

Signal Information			
Cycle, s	115.0	Reference Phase	2
Offset, s	8	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On



Green	6.5	1.6	65.5	4.8	3.5	11.8
Yellow	3.0	0.0	4.3	3.0	0.0	3.0
Red	1.0	0.0	1.8	1.0	0.0	4.3

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	1.1	3.0	1.1	3.0	1.1	3.0	1.1	3.0
Phase Duration, s	12.3	22.7	8.8	19.1	12.0	73.1	10.5	71.6
Change Period, ($Y+R_c$), s	4.0	7.5	4.0	7.5	4.0	6.3	4.0	6.3
Max Allow Headway (*MAH*), s	4.2	5.3	4.2	5.3	3.5	0.0	3.5	0.0
Queue Clearance Time (g_s), s	7.8	9.5	4.0	10.6	7.8		4.0	
Green Extension Time (g_e), s	0.5	1.1	0.0	1.0	0.3	0.0	0.1	0.0
Phase Call Probability	1.00	1.00	0.68	1.00	1.00		0.92	
Max Out Probability	0.03	0.38	0.00	0.56	0.24		0.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	204	44	120	36	36	132	230	1254	104	80	696	72
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1746	1870	1716	1784	1856	1718	1798	1698	1716	1798	1307	
Queue Service Time (g_s), s	5.8	2.4	7.5	2.0	2.0	8.6	5.8	13.7	2.1	2.0	10.7	
Cycle Queue Clearance Time (g_c), s	5.8	2.4	7.5	2.0	2.0	8.6	5.8	13.7	2.1	2.0	10.7	
Green Ratio (*g/C*)	0.19	0.13	0.13	0.14	0.10	0.10	0.64	0.58	0.58	0.62	0.57	
Capacity (*c*), veh/h	606	246	226	263	188	174	543	2960	997	360	2225	
Volume-to-Capacity Ratio (*X*)	0.336	0.179	0.531	0.137	0.192	0.760	0.423	0.424	0.104	0.222	0.313	
Back of Queue (*Q*), ft/ln (95 th percentile)	116.4	53.2	155.6	42.6	45.7	192.7	106.4	197.3	33.7	33.4	135.5	
Back of Queue (*Q*), veh/ln (95 th percentile)	4.6	2.1	6.1	1.7	1.8	7.5	4.2	7.8	1.3	1.3	5.3	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.63	0.04	0.57	0.21	0.07	0.82	0.44	0.12	0.13	0.21	0.07	
Uniform Delay (d_1), s/veh	40.5	44.4	46.6	43.1	47.4	50.3	10.0	10.9	7.0	9.6	13.1	
Incremental Delay (d_2), s/veh	0.3	0.5	2.7	0.2	0.7	9.5	0.4	0.4	0.2	0.2	0.4	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	40.8	44.9	49.3	43.4	48.1	59.8	10.4	11.3	7.2	9.8	13.5	9.9
Level of Service (LOS)	D	D	D	D	D	E	B	B	A	A	B	A
Approach Delay, s/veh / LOS	44.1	D		54.9	D		10.9	B		12.8	B	
Intersection Delay, s/veh / LOS	18.5						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.73	C	2.74	C	2.08	B	2.25	B
Bicycle LOS Score / LOS	1.09	A	0.82	A	1.46	A	0.95	A

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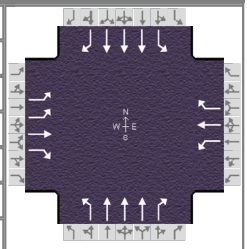
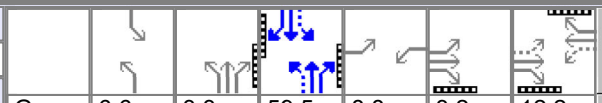
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	Build AM	Analysis Period	3> 7:30
Intersection	St Francis & Siringo	File Name	BAM.xus		
Project Description	Build AM				

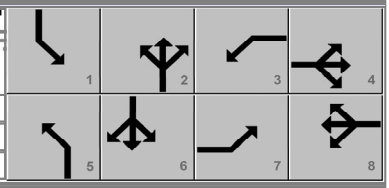


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	344	88	152	120	72	132	292	2480	112	92	1284	72

Signal Information			
Cycle, s	115.0	Reference Phase	2
Offset, s	8	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On



Green	6.6	3.3	59.5	8.8	3.2	12.2
Yellow	3.0	0.0	4.3	3.0	0.0	3.0
Red	1.0	0.0	1.8	1.0	0.0	4.3



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	1.1	3.0	1.1	3.0	1.1	3.0	1.1	3.0
Phase Duration, s	16.0	22.7	12.8	19.5	13.9	68.9	10.6	65.6
Change Period, ($Y+R_c$), s	4.0	7.5	4.0	7.5	4.0	6.3	4.0	6.3
Max Allow Headway (*MAH*), s	4.2	5.3	4.2	5.3	3.5	0.0	3.5	0.0
Queue Clearance Time (g_s), s	11.2	11.7	8.8	10.6	9.7		4.6	
Green Extension Time (g_e), s	0.7	1.3	0.2	1.4	0.2	0.0	0.1	0.0
Phase Call Probability	1.00	1.00	0.98	1.00	1.00		0.95	
Max Out Probability	0.44	0.86	0.03	0.62	1.00		0.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	344	88	152	120	72	132	280	2382	108	92	1284	72
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1798	1870	1716	1784	1856	1718	1798	1870	1716	1798	1308	
Queue Service Time (g_s), s	9.2	4.9	9.7	6.8	4.2	8.6	7.7	37.5	2.7	2.6	27.1	
Cycle Queue Clearance Time (g_c), s	9.2	4.9	9.7	6.8	4.2	8.6	7.7	37.5	2.7	2.6	27.1	
Green Ratio (*g/C*)	0.24	0.13	0.13	0.18	0.10	0.10	0.61	0.54	0.54	0.57	0.52	
Capacity (*c*), veh/h	735	246	226	292	194	179	338	3055	934	196	2025	
Volume-to-Capacity Ratio (*X*)	0.468	0.357	0.672	0.411	0.372	0.736	0.829	0.780	0.115	0.470	0.634	
Back of Queue (*Q*), ft/ln (95 th percentile)	188.7	109.7	205.9	142.3	93.7	189.7	189.9	486.5	43.7	57.6	316	
Back of Queue (*Q*), veh/ln (95 th percentile)	7.4	4.3	8.1	5.6	3.7	7.4	7.5	19.2	1.7	2.3	12.4	
Queue Storage Ratio (*RQ*) (95 th percentile)	1.02	0.07	0.75	0.71	0.14	0.81	0.79	0.29	0.17	0.36	0.17	
Uniform Delay (d_1), s/veh	36.6	45.5	47.6	41.4	48.0	50.0	21.2	19.0	9.5	22.6	20.0	
Incremental Delay (d_2), s/veh	0.5	1.2	6.6	0.9	1.7	8.2	7.5	1.2	0.1	1.3	1.5	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	37.1	46.7	54.1	42.4	49.7	58.2	28.7	20.2	9.6	23.9	21.5	10.0
Level of Service (LOS)	D	D	D	D	D	E	C	C	A	C	C	A
Approach Delay, s/veh / LOS	43.0	D		50.4	D		20.7	C		21.1	C	
Intersection Delay, s/veh / LOS	25.2						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.73	C	2.74	C	2.09	B	2.26	B
Bicycle LOS Score / LOS	1.45	A	1.02	A	2.07	B	1.28	A

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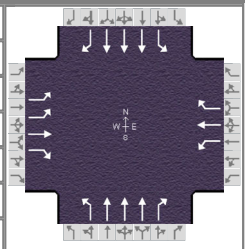
HCS7 Signalized Intersection Results Summary

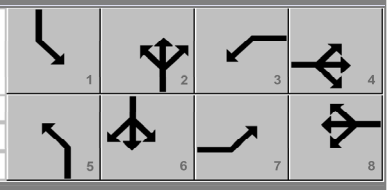
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	Build AM	Analysis Period	4> 7:45
Intersection	St Francis & Siringo	File Name	BAM.xus		
Project Description	Build AM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	388	132	132	112	84	160	408	2572	224	140	1344	120

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	8	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0						
Yellow	0.0	0.0	0.0	0.0	0.0	0.0						
Red	0.0	0.0	0.0	0.0	0.0	0.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	1.1	3.0	1.1	3.0	1.1	3.0	1.1	3.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	4.0	7.5	4.0	7.5	4.0	6.3	4.0	6.3
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Cycle Queue Clearance Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0	0	0	0	0	0	0	0	0	0	
Volume-to-Capacity Ratio (*X*)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0	0	0	0	0	0	0	0	0	0	
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Uniform Delay (d_1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Incremental Delay (d_2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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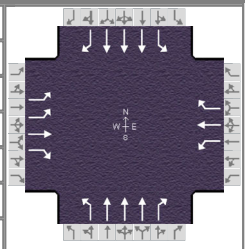
HCS7 Signalized Intersection Results Summary

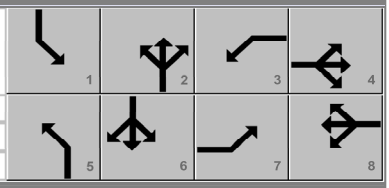
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	Build AM	Analysis Period	5> 8:00
Intersection	St Francis & Siringo	File Name	BAM.xus		
Project Description	Build AM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	332	116	120	128	76	104	308	2152	328	168	1092	144

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	8	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0						
Yellow	0.0	0.0	0.0	0.0	0.0	0.0						
Red	0.0	0.0	0.0	0.0	0.0	0.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Cycle Queue Clearance Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0	0	0	0	0	0	0	0	0	0	
Volume-to-Capacity Ratio (*X*)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0	0	0	0	0	0	0	0	0	0	
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Uniform Delay (d_1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Incremental Delay (d_2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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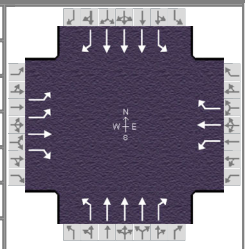
HCS7 Signalized Intersection Results Summary

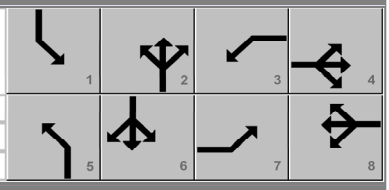
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	Build AM	Analysis Period	6> 8:15
Intersection	St Francis & Siringo	File Name	BAM.xus		
Project Description	Build AM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	236	120	156	92	88	100	300	1856	368	164	1008	104

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	8	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0						
Yellow	0.0	0.0	0.0	0.0	0.0	0.0						
Red	0.0	0.0	0.0	0.0	0.0	0.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Cycle Queue Clearance Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0	0	0	0	0	0	0	0	0	0	
Volume-to-Capacity Ratio (*X*)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0	0	0	0	0	0	0	0	0	0	
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Uniform Delay (d_1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Incremental Delay (d_2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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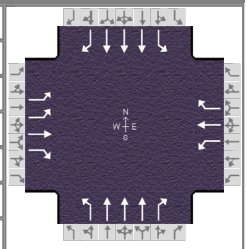
HCS7 Signalized Intersection Results Summary

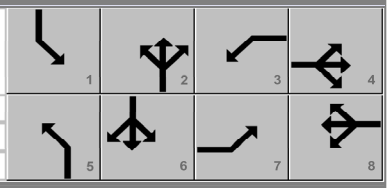
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	Build AM	Analysis Period	7> 8:30
Intersection	St Francis & Siringo	File Name	BAM.xus		
Project Description	Build AM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	272	72	128	76	104	76	328	1736	192	60	924	96

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	8	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0						
Yellow	0.0	0.0	0.0	0.0	0.0	0.0						
Red	0.0	0.0	0.0	0.0	0.0	0.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Cycle Queue Clearance Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0	0	0	0	0	0	0	0	0	0	
Volume-to-Capacity Ratio (*X*)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0	0	0	0	0	0	0	0	0	0	
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Uniform Delay (d_1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Incremental Delay (d_2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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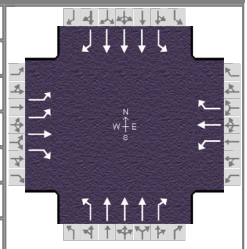
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	Build AM	Analysis Period	8> 8:45
Intersection	St Francis & Siringo	File Name	BAM.xus		
Project Description	Build AM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	224	56	164	68	68	100	248	1796	72	68	904	44

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	8	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

									1	2	3	4	
Green	0.0	0.0	0.0	0.0	0.0	0.0							
Yellow	0.0	0.0	0.0	0.0	0.0	0.0			5	6	7	8	
Red	0.0	0.0	0.0	0.0	0.0	0.0							

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Cycle Queue Clearance Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0	0	0	0	0	0	0	0	0	0	
Volume-to-Capacity Ratio (*X*)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0	0	0	0	0	0	0	0	0	0	
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Uniform Delay (d_1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Incremental Delay (d_2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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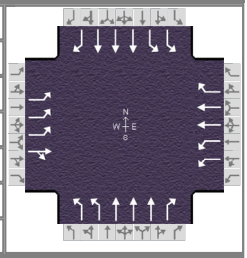
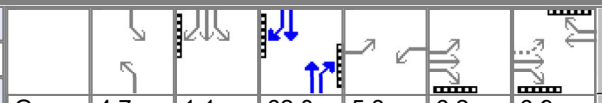
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	Build AM	Analysis Period	1> 7:00
Intersection	St Francis & Zia	File Name	BAM_adjustedEBT.xus		
Project Description	Build AM				

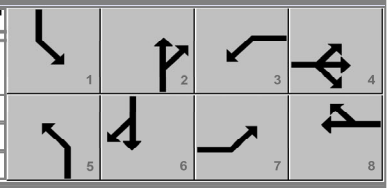


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	296	44	16	56	8	20	36	952	32	44	492	56

Signal Information			
Cycle, s	115.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On



Green	4.7	1.1	62.0	5.8	6.2	6.9
Yellow	3.0	0.0	4.3	3.0	3.0	3.0
Red	1.0	0.0	2.0	3.0	3.0	3.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	1.1	4.0	2.0	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	24.0	25.1	11.8	12.9	8.7	68.3	9.8	69.4
Change Period, ($Y+R_c$), s	6.0	6.0	6.0	6.0	4.0	6.3	4.0	6.3
Max Allow Headway (*MAH*), s	4.1	4.1	4.1	4.1	4.0	0.0	3.5	0.0
Queue Clearance Time (g_s), s	8.3	5.3	3.8	3.3	3.0		3.8	
Green Extension Time (g_e), s	1.0	0.2	0.1	0.1	0.1	0.0	0.0	0.0
Phase Call Probability	1.00	1.00	0.83	0.99	1.00		0.83	
Max Out Probability	0.00	0.00	0.06	0.19	0.00		0.01	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	296	60		56	8	20	35	926	31	55	612	70
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1479	1827		1732	1766	1702	1746	1698	1716	1746	1180	1716
Queue Service Time (g_s), s	6.3	3.3		1.8	0.2	1.3	1.0	13.2	1.0	1.8	8.6	1.7
Cycle Queue Clearance Time (g_c), s	6.3	3.3		1.8	0.2	1.3	1.0	13.2	1.0	1.8	8.6	1.7
Green Ratio (*g/C*)	0.23	0.17		0.05	0.06	0.06	0.04	0.54	0.54	0.05	0.55	0.55
Capacity (*c*), veh/h	1128	303		176	213	103	143	2746	925	176	1941	941
Volume-to-Capacity Ratio (*X*)	0.263	0.198		0.319	0.038	0.195	0.245	0.337	0.034	0.312	0.315	0.074
Back of Queue (*Q*), ft/ln (95 th percentile)	103.6	68		36.9	5.1	26.3	20.1	221.9	17.5	36.3	92	29
Back of Queue (*Q*), veh/ln (95 th percentile)	4.1	2.7		1.4	0.2	1.0	0.8	8.7	0.7	1.4	3.6	1.1
Queue Storage Ratio (*RQ*) (95 th percentile)	0.26	0.18		0.18	0.02	0.18	0.09	0.13	0.05	0.17	0.05	0.06
Uniform Delay (d_1), s/veh	36.2	41.3		52.7	50.9	51.4	47.3	17.5	12.9	55.0	10.4	9.4
Incremental Delay (d_2), s/veh	0.1	0.3		1.0	0.1	0.9	0.8	0.3	0.1	0.7	0.4	0.1
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	36.3	41.7		53.7	51.0	52.3	48.1	17.9	12.9	55.7	10.8	9.5
Level of Service (LOS)	D	D		D	D	D	D	B	B	E	B	A
Approach Delay, s/veh / LOS	37.2	D		53.1	D		18.8	B		14.0	B	
Intersection Delay, s/veh / LOS	21.5						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.85	C	2.86	C	2.55	C	2.41	B
Bicycle LOS Score / LOS	1.08	A	0.56	A	1.05	A	0.81	A

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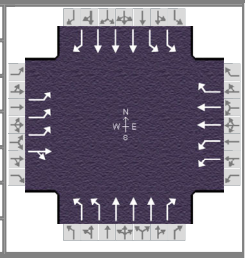
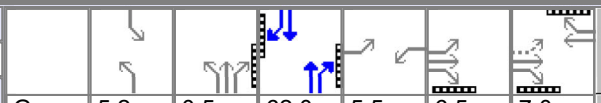
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	Build AM	Analysis Period	2> 7:15
Intersection	St Francis & Zia	File Name	BAM_adjustedEBT.xus		
Project Description	Build AM				

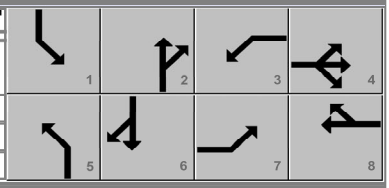


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	332	108	40	48	36	28	52	1240	88	40	692	72

Signal Information			
Cycle, s	115.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On



Green	5.2	0.5	62.0	5.5	6.5	7.0
Yellow	3.0	0.0	4.3	3.0	3.0	3.0
Red	1.0	0.0	2.0	3.0	3.0	3.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	1.1	4.0	2.0	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	24.0	25.5	11.5	13.0	9.7	68.8	9.2	68.3
Change Period, ($Y+R_c$), s	6.0	6.0	6.0	6.0	4.0	6.3	4.0	6.3
Max Allow Headway (*MAH*), s	4.1	4.1	4.1	4.1	4.0	0.0	3.5	0.0
Queue Clearance Time (g_s), s	9.0	10.4	3.5	3.8	3.5		3.4	
Green Extension Time (g_e), s	1.1	0.5	0.0	0.3	0.1	0.0	0.0	0.0
Phase Call Probability	1.00	1.00	0.78	1.00	1.00		0.74	
Max Out Probability	0.01	0.02	0.04	0.46	0.00		0.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	332	148		48	36	28	52	1244	88	42	733	76
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1508	1826		1732	1766	1702	1746	1698	1716	1746	1172	1716
Queue Service Time (g_s), s	7.0	8.4		1.5	1.1	1.8	1.5	15.9	2.2	1.4	10.9	1.8
Cycle Queue Clearance Time (g_c), s	7.0	8.4		1.5	1.1	1.8	1.5	15.9	2.2	1.4	10.9	1.8
Green Ratio (*g/C*)	0.23	0.17		0.05	0.06	0.06	0.05	0.54	0.54	0.05	0.54	0.54
Capacity (*c*), veh/h	1107	310		165	215	104	172	2769	933	158	1897	925
Volume-to-Capacity Ratio (*X*)	0.300	0.478		0.290	0.167	0.270	0.302	0.449	0.095	0.269	0.387	0.082
Back of Queue (*Q*), ft/ln (95 th percentile)	117.1	176.9		31.6	23	37.1	30.1	234.3	37.6	28.2	112.4	30.5
Back of Queue (*Q*), veh/ln (95 th percentile)	4.6	7.0		1.2	0.9	1.4	1.2	9.2	1.5	1.1	4.4	1.2
Queue Storage Ratio (*RQ*) (95 th percentile)	0.30	0.47		0.16	0.10	0.25	0.14	0.14	0.10	0.13	0.07	0.07
Uniform Delay (d_1), s/veh	36.4	43.1		52.9	51.2	51.6	47.3	14.4	9.7	55.3	10.8	9.1
Incremental Delay (d_2), s/veh	0.2	1.1		1.0	0.4	1.4	0.9	0.5	0.2	0.6	0.6	0.2
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	36.5	44.3		53.8	51.6	52.9	48.2	14.8	9.9	55.9	11.4	9.3
Level of Service (LOS)	D	D		D	D	D	D	B	A	E	B	A
Approach Delay, s/veh / LOS	38.9	D		52.9	D		15.8	B		13.4	B	
Intersection Delay, s/veh / LOS	20.5						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.85	C	2.86	C	2.55	C	2.41	B
Bicycle LOS Score / LOS	1.28	A	0.58	A	1.25	A	0.93	A

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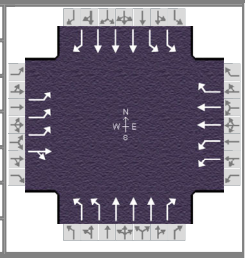
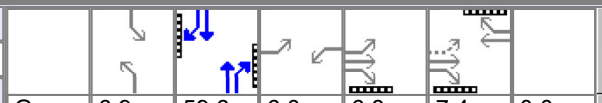
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	Build AM	Analysis Period	3> 7:30
Intersection	St Francis & Zia	File Name	BAM_adjustedEBT.xus		
Project Description	Build AM				

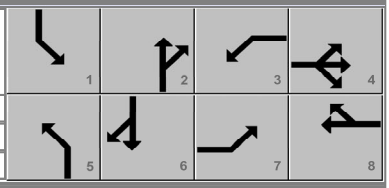


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	648	212	40	60	84	80	124	2008	92	124	1000	256

Signal Information			
Cycle, s	115.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On



Green	6.9	59.6	6.0	6.8	7.4	0.0
Yellow	3.0	4.3	3.0	3.0	3.0	0.0
Red	1.0	2.0	3.0	3.0	3.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	1.1	4.0	2.0	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	24.7	26.2	12.0	13.4	10.9	65.9	10.9	66.0
Change Period, ($Y+R_c$), s	6.0	6.0	6.0	6.0	4.0	6.3	4.0	6.3
Max Allow Headway (*MAH*), s	4.1	4.1	4.1	4.1	4.0	0.0	3.5	0.0
Queue Clearance Time (g_s), s	17.7	17.0	3.9	7.3	6.1		6.6	
Green Extension Time (g_e), s	1.0	0.5	0.1	0.1	0.3	0.0	0.1	0.0
Phase Call Probability	1.00	1.00	0.85	1.00	1.00		0.99	
Max Out Probability	1.00	1.00	0.08	1.00	0.00		1.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	648	252		60	84	80	128	2066	95	140	1128	289
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1407	1844		1732	1766	1702	1746	1698	1716	1746	1181	1716
Queue Service Time (g_s), s	15.7	15.0		1.9	2.6	5.3	4.1	31.9	1.5	4.6	23.9	10.3
Cycle Queue Clearance Time (g_c), s	15.7	15.0		1.9	2.6	5.3	4.1	31.9	1.5	4.6	23.9	10.3
Green Ratio (*g/C*)	0.24	0.18		0.05	0.06	0.06	0.06	0.52	0.52	0.06	0.52	0.52
Capacity (*c*), veh/h	1040	324		180	228	110	209	2641	890	210	1838	890
Volume-to-Capacity Ratio (*X*)	0.623	0.778		0.334	0.369	0.729	0.610	0.782	0.106	0.665	0.614	0.324
Back of Queue (*Q*), ft/ln (95 th percentile)	235.3	314.8		39.5	54.5	124	85.1	322.1	25.6	95.5	230.8	148.4
Back of Queue (*Q*), veh/ln (95 th percentile)	9.3	12.4		1.5	2.1	4.8	3.3	12.7	1.0	3.8	9.1	5.8
Queue Storage Ratio (*RQ*) (95 th percentile)	0.60	0.84		0.20	0.23	0.83	0.39	0.20	0.07	0.43	0.14	0.32
Uniform Delay (d_1), s/veh	38.8	45.3		52.6	51.5	52.8	54.1	13.9	6.3	55.7	16.6	14.2
Incremental Delay (d_2), s/veh	1.0	11.4		1.1	1.0	14.7	2.1	1.7	0.2	2.0	1.2	0.7
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	39.8	56.7		53.7	52.5	67.5	56.2	15.7	6.5	57.7	17.8	14.9
Level of Service (LOS)	D	E		D	D	E	E	B	A	E	B	B
Approach Delay, s/veh / LOS	44.5	D		58.2	E		17.6	B		20.9	C	
Intersection Delay, s/veh / LOS	25.3						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.85	C	2.86	C	2.56	C	2.41	B
Bicycle LOS Score / LOS	1.97	B	0.67	A	1.71	B	1.25	A

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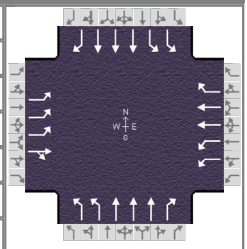
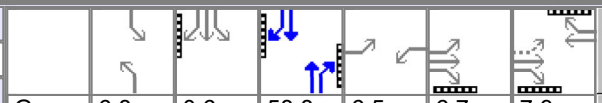
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	Build AM	Analysis Period	4> 7:45
Intersection	St Francis & Zia	File Name	BAM_adjustedEBT.xus		
Project Description	Build AM				

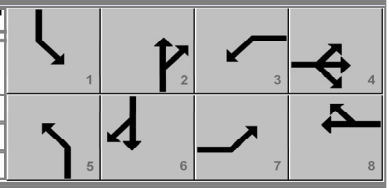


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	672	248	68	80	116	48	112	2188	172	156	1072	296

Signal Information			
Cycle, s	115.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On



Green	6.8	0.6	58.8	6.5	6.7	7.3
Yellow	3.0	0.0	4.3	3.0	3.0	3.0
Red	1.0	0.0	2.0	3.0	3.0	3.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	1.1	4.0	2.0	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	25.1	26.0	12.5	13.3	10.8	65.1	11.4	65.7
Change Period, (*Y+R c*), s	6.0	6.0	6.0	6.0	4.0	6.3	4.0	6.3
Max Allow Headway (*MAH*), s	4.1	4.1	4.1	4.1	4.0	0.0	3.5	0.0
Queue Clearance Time (*g s*), s	18.2	21.8	4.6	5.7	5.7		7.3	
Green Extension Time (*g e*), s	0.9	0.0	0.1	0.6	0.3	0.0	0.1	0.0
Phase Call Probability	1.00	1.00	0.92	1.00	1.00		0.99	
Max Out Probability	1.00	1.00	0.21	1.00	0.00		1.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	672	316		80	116	48	114	2227	175	163	1117	308
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1418	1835		1732	1766	1702	1746	1870	1716	1746	1177	1716
Queue Service Time (*g s*), s	16.2	19.8		2.6	3.7	3.1	3.7	29.5	2.7	5.3	27.9	14.1
Cycle Queue Clearance Time (*g c*), s	16.2	19.8		2.6	3.7	3.1	3.7	29.5	2.7	5.3	27.9	14.1
Green Ratio (*g/C*)	0.25	0.17		0.06	0.06	0.06	0.06	0.51	0.51	0.06	0.52	0.52
Capacity (*c*), veh/h	1018	319		195	225	108	207	2871	878	225	1824	887
Volume-to-Capacity Ratio (*X*)	0.660	0.990		0.411	0.516	0.443	0.551	0.776	0.199	0.723	0.612	0.348
Back of Queue (*Q*), ft/ln (95 th percentile)	243.7	483.6		52.8	76.6	64.8	76.3	282.9	42.2	113.3	292.3	264.2
Back of Queue (*Q*), veh/ln (95 th percentile)	9.6	19.0		2.1	3.0	2.5	3.0	11.1	1.7	4.5	11.5	10.4
Queue Storage Ratio (*RQ*) (95 th percentile)	0.62	1.29		0.26	0.32	0.43	0.35	0.17	0.11	0.51	0.17	0.57
Uniform Delay (*d 1*), s/veh	38.8	47.4		52.4	52.1	51.9	54.8	12.4	5.8	55.9	23.5	20.3
Incremental Delay (*d 2*), s/veh	1.4	47.6		1.4	1.8	2.8	1.5	1.4	0.3	3.0	1.0	0.7
Initial Queue Delay (*d 3*), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	40.2	95.0		53.8	54.0	54.7	56.2	13.8	6.1	58.9	24.5	21.0
Level of Service (LOS)	D	F		D	D	D	E	B	A	E	C	C
Approach Delay, s/veh / LOS	57.7	E		54.1	D		15.2	B		27.3	C	
Intersection Delay, s/veh / LOS	28.5						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.85	C	2.86	C	2.56	C	2.41	B
Bicycle LOS Score / LOS	2.12	B	0.69	A	1.85	B	1.33	A

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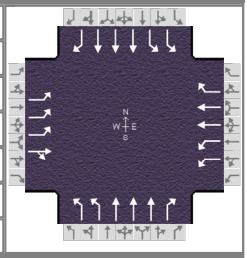
HCS7 Signalized Intersection Results Summary

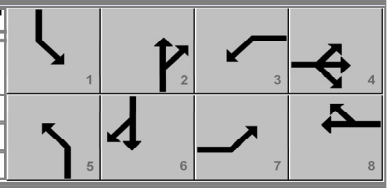
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	Build AM	Analysis Period	5> 8:00
Intersection	St Francis & Zia	File Name	BAM_adjustedEBT.xus		
Project Description	Build AM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	592	224	64	80	104	32	164	1904	80	144	944	248

Signal Information			
Cycle, s	115.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	6.9	0.7	58.8	6.5	5.5	8.2
Yellow	3.0	0.0	4.3	3.0	3.0	3.0
Red	1.0	0.0	2.0	3.0	3.0	3.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	1.1	4.0	2.0	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	24.0	25.8	12.5	14.2	11.6	65.8	10.9	65.1
Change Period, ($Y+R_c$), s	6.0	6.0	6.0	6.0	4.0	6.3	4.0	6.3
Max Allow Headway (*MAH*), s	4.1	4.1	4.1	4.1	4.0	0.0	3.5	0.0
Queue Clearance Time (g_s), s	15.9	19.7	4.6	5.2	7.3		6.7	
Green Extension Time (g_e), s	1.3	0.1	0.1	0.6	0.4	0.0	0.1	0.0
Phase Call Probability	1.00	1.00	0.92	1.00	1.00		0.99	
Max Out Probability	0.68	1.00	0.21	1.00	0.00		1.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	592	288		80	104	32	162	1883	79	144	947	249
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1431	1834		1732	1766	1702	1746	1870	1716	1746	1177	1716
Queue Service Time (g_s), s	13.9	17.7		2.6	3.2	2.0	5.3	22.1	1.2	4.7	17.6	7.6
Cycle Queue Clearance Time (g_c), s	13.9	17.7		2.6	3.2	2.0	5.3	22.1	1.2	4.7	17.6	7.6
Green Ratio (*g/C*)	0.25	0.17		0.06	0.07	0.07	0.07	0.52	0.52	0.06	0.51	0.51
Capacity (*c*), veh/h	1028	316		195	253	122	231	2904	888	210	1807	878
Volume-to-Capacity Ratio (*X*)	0.576	0.913		0.411	0.410	0.262	0.701	0.648	0.089	0.686	0.524	0.283
Back of Queue (*Q*), ft/ln (95 th percentile)	214.8	402.4		52.8	67.2	41.6	109.6	260.3	20.8	99.2	177.2	120.9
Back of Queue (*Q*), veh/ln (95 th percentile)	8.5	15.8		2.1	2.6	1.6	4.3	10.2	0.8	3.9	7.0	4.8
Queue Storage Ratio (*RQ*) (95 th percentile)	0.54	1.07		0.26	0.28	0.28	0.50	0.16	0.05	0.45	0.10	0.26
Uniform Delay (d_1), s/veh	38.1	46.8		52.4	51.1	50.5	54.2	12.4	6.1	55.7	14.3	12.0
Incremental Delay (d_2), s/veh	0.6	29.1		1.4	1.1	1.1	2.9	0.9	0.2	2.4	0.9	0.7
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	38.7	75.8		53.8	52.1	51.6	57.1	13.3	6.3	58.1	15.3	12.7
Level of Service (LOS)	D	E		D	D	D	E	B	A	E	B	B
Approach Delay, s/veh / LOS	50.8	D		52.7	D		16.4	B		19.4	B	
Intersection Delay, s/veh / LOS	25.6						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.85	C	2.86	C	2.56	C	2.42	B
Bicycle LOS Score / LOS	1.94	B	0.67	A	1.67	B	1.22	A

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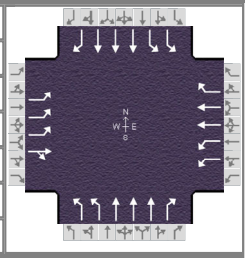
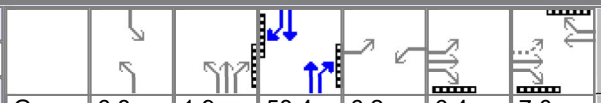
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	Build AM	Analysis Period	6> 8:15
Intersection	St Francis & Zia	File Name	BAM_adjustedEBT.xus		
Project Description	Build AM				

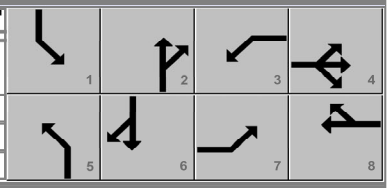


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	628	140	40	68	104	24	192	1648	108	104	832	276

Signal Information			
Cycle, s	115.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On



Green	6.8	1.9	58.4	6.2	6.4	7.0
Yellow	3.0	0.0	4.3	3.0	3.0	3.0
Red	1.0	0.0	2.0	3.0	3.0	3.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	1.1	4.0	2.0	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	24.6	25.4	12.2	13.0	12.7	66.6	10.8	64.7
Change Period, ($Y+R_c$), s	6.0	6.0	6.0	6.0	4.0	6.3	4.0	6.3
Max Allow Headway (*MAH*), s	4.1	4.1	4.1	4.1	4.0	0.0	3.5	0.0
Queue Clearance Time (g_s), s	17.6	12.4	4.2	5.3	8.3		5.5	
Green Extension Time (g_e), s	1.0	0.7	0.1	0.4	0.5	0.0	0.1	0.0
Phase Call Probability	1.00	1.00	0.89	1.00	1.00		0.97	
Max Out Probability	1.00	0.13	0.12	1.00	0.01		0.29	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	628	180		68	104	24	195	1672	110	108	862	286
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1384	1834		1732	1766	1702	1746	1698	1716	1746	1179	1716
Queue Service Time (g_s), s	15.6	10.4		2.2	3.3	1.5	6.3	21.5	1.9	3.5	15.5	8.9
Cycle Queue Clearance Time (g_c), s	15.6	10.4		2.2	3.3	1.5	6.3	21.5	1.9	3.5	15.5	8.9
Green Ratio (*g/C*)	0.24	0.17		0.05	0.06	0.06	0.08	0.52	0.52	0.06	0.51	0.51
Capacity (*c*), veh/h	984	309		187	215	104	265	2673	900	206	1796	871
Volume-to-Capacity Ratio (*X*)	0.638	0.582		0.364	0.484	0.232	0.736	0.625	0.122	0.524	0.480	0.328
Back of Queue (*Q*), ft/ln (95 th percentile)	231	216.6		44.7	68.7	31.6	127.5	245.7	31.9	72.4	164.6	137.5
Back of Queue (*Q*), veh/ln (95 th percentile)	9.1	8.5		1.7	2.7	1.2	5.0	9.7	1.3	2.9	6.5	5.4
Queue Storage Ratio (*RQ*) (95 th percentile)	0.58	0.58		0.22	0.29	0.21	0.58	0.15	0.08	0.33	0.10	0.30
Uniform Delay (d_1), s/veh	39.3	44.1		52.5	52.3	51.4	51.9	12.6	6.8	55.1	14.2	12.0
Incremental Delay (d_2), s/veh	1.1	2.5		1.2	1.7	1.1	3.2	0.9	0.2	1.3	0.8	0.9
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	40.4	46.6		53.7	53.9	52.6	55.1	13.5	7.0	56.4	15.0	12.9
Level of Service (LOS)	D	D		D	D	D	E	B	A	E	B	B
Approach Delay, s/veh / LOS	41.8	D		53.7	D		17.2	B		18.1	B	
Intersection Delay, s/veh / LOS	23.9						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.85	C	2.86	C	2.55	C	2.42	B
Bicycle LOS Score / LOS	1.82	B	0.65	A	1.56	B	1.15	A

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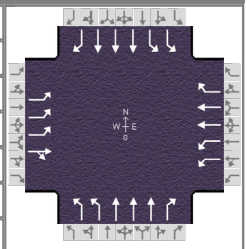
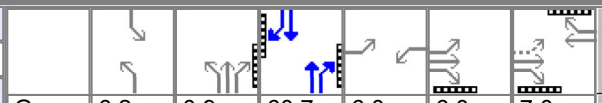
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	Build AM	Analysis Period	7> 8:30
Intersection	St Francis & Zia	File Name	BAM_adjustedEBT.xus		
Project Description	Build AM				

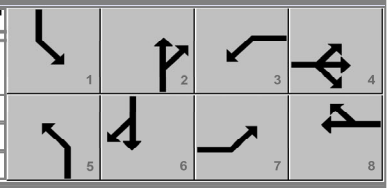


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	452	120	36	60	52	32	152	1516	88	60	820	144

Signal Information			
Cycle, s	115.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On



Green	6.2	0.9	60.7	6.0	6.0	7.0
Yellow	3.0	0.0	4.3	3.0	3.0	3.0
Red	1.0	0.0	2.0	3.0	3.0	3.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	1.1	4.0	2.0	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	24.0	25.0	12.0	13.0	11.0	67.8	10.2	67.0
Change Period, ($Y+R_c$), s	6.0	6.0	6.0	6.0	4.0	6.3	4.0	6.3
Max Allow Headway (*MAH*), s	4.1	4.1	4.1	4.1	4.0	0.0	3.5	0.0
Queue Clearance Time (g_s), s	12.8	10.9	3.9	4.1	6.8		4.2	
Green Extension Time (g_e), s	1.3	0.5	0.1	0.3	0.3	0.0	0.1	0.0
Phase Call Probability	1.00	1.00	0.85	1.00	1.00		0.88	
Max Out Probability	0.14	0.04	0.08	0.57	0.00		0.03	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	452	156		60	52	32	147	1471	85	66	903	159
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1382	1832		1732	1766	1702	1746	1698	1716	1746	1173	1716
Queue Service Time (g_s), s	10.8	8.9		1.9	1.6	2.1	4.8	16.5	1.5	2.2	15.2	4.2
Cycle Queue Clearance Time (g_c), s	10.8	8.9		1.9	1.6	2.1	4.8	16.5	1.5	2.2	15.2	4.2
Green Ratio (*g/C*)	0.23	0.17		0.05	0.06	0.06	0.06	0.54	0.54	0.05	0.53	0.53
Capacity (*c*), veh/h	1027	303		180	215	104	214	2727	918	187	1856	905
Volume-to-Capacity Ratio (*X*)	0.440	0.515		0.334	0.242	0.309	0.690	0.540	0.093	0.354	0.487	0.175
Back of Queue (*Q*), ft/ln (95 th percentile)	165.9	188.7		39.5	33.5	42.6	97.1	206.4	24.7	43.9	153.3	67.7
Back of Queue (*Q*), veh/ln (95 th percentile)	6.5	7.4		1.5	1.3	1.7	3.8	8.1	1.0	1.7	6.0	2.7
Queue Storage Ratio (*RQ*) (95 th percentile)	0.42	0.50		0.20	0.14	0.28	0.44	0.13	0.06	0.20	0.09	0.15
Uniform Delay (d_1), s/veh	37.9	43.8		52.6	51.5	51.7	52.7	11.0	6.6	54.9	12.3	10.1
Incremental Delay (d_2), s/veh	0.3	1.4		1.1	0.6	1.7	3.4	0.7	0.2	0.8	0.8	0.4
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	38.1	45.1		53.7	52.0	53.4	56.1	11.6	6.8	55.7	13.1	10.5
Level of Service (LOS)	D	D		D	D	D	E	B	A	E	B	B
Approach Delay, s/veh / LOS	39.9	D		53.0	D		15.2	B		15.2	B	
Intersection Delay, s/veh / LOS	20.9						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.85	C	2.86	C	2.55	C	2.41	B
Bicycle LOS Score / LOS	1.49	A	0.61	A	1.45	A	1.05	A

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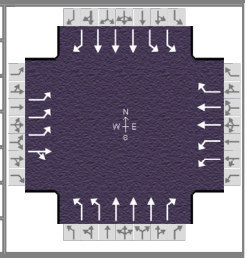
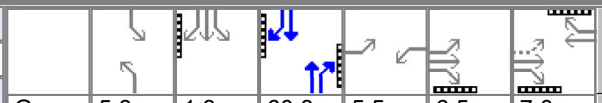
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	Build AM	Analysis Period	8> 8:45
Intersection	St Francis & Zia	File Name	BAM_adjustedEBT.xus		
Project Description	Build AM				

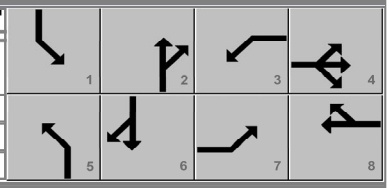


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	380	164	28	48	40	48	48	1536	68	120	708	132

Signal Information			
Cycle, s	115.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On



Green	5.6	1.3		60.8	5.5	6.5	7.0					
Yellow	3.0	0.0		4.3	3.0	3.0	3.0					
Red	1.0	0.0		2.0	3.0	3.0	3.0					



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	1.1	4.0	2.0	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	24.0	25.5	11.5	13.0	9.6	67.1	10.9	68.4
Change Period, ($Y+R_c$), s	6.0	6.0	6.0	6.0	4.0	6.3	4.0	6.3
Max Allow Headway (*MAH*), s	4.1	4.1	4.1	4.1	4.0	0.0	3.5	0.0
Queue Clearance Time (g_s), s	10.4	13.1	3.5	5.1	3.6		6.7	
Green Extension Time (g_e), s	1.2	0.5	0.0	0.3	0.1	0.0	0.1	0.0
Phase Call Probability	1.00	1.00	0.78	1.00	1.00		0.99	
Max Out Probability	0.03	0.18	0.04	1.00	0.00		1.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	380	192		48	40	48	51	1633	72	142	838	156
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1460	1846		1732	1766	1702	1746	1698	1716	1746	1174	1716
Queue Service Time (g_s), s	8.4	11.1		1.5	1.2	3.1	1.6	21.4	1.4	4.7	12.7	4.0
Cycle Queue Clearance Time (g_c), s	8.4	11.1		1.5	1.2	3.1	1.6	21.4	1.4	4.7	12.7	4.0
Green Ratio (*g/C*)	0.23	0.17		0.05	0.06	0.06	0.05	0.53	0.53	0.06	0.54	0.54
Capacity (*c*), veh/h	1079	313		165	215	104	171	2693	907	210	1901	926
Volume-to-Capacity Ratio (*X*)	0.352	0.613		0.290	0.186	0.463	0.298	0.606	0.080	0.675	0.441	0.169
Back of Queue (*Q*), ft/ln (95 th percentile)	135.9	230.5		31.6	25.7	65.4	32.7	259.5	23.7	97.9	126.6	64.8
Back of Queue (*Q*), veh/ln (95 th percentile)	5.3	9.1		1.2	1.0	2.6	1.3	10.2	0.9	3.9	5.0	2.5
Queue Storage Ratio (*RQ*) (95 th percentile)	0.34	0.61		0.16	0.11	0.44	0.15	0.16	0.06	0.44	0.07	0.14
Uniform Delay (d_1), s/veh	36.9	44.2		52.9	51.3	52.2	52.9	13.3	7.6	55.8	10.7	9.6
Incremental Delay (d_2), s/veh	0.2	3.3		1.0	0.4	3.2	0.8	0.9	0.1	2.5	0.7	0.4
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	37.1	47.5		53.8	51.7	55.4	53.7	14.2	7.7	58.3	11.4	10.0
Level of Service (LOS)	D	D		D	D	E	D	B	A	E	B	A
Approach Delay, s/veh / LOS	40.6	D		53.8	D		15.1	B		17.1	B	
Intersection Delay, s/veh / LOS	21.2						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.85	C	2.86	C	2.55	C	2.41	B
Bicycle LOS Score / LOS	1.43	A	0.60	A	1.40	A	1.02	A

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HCS7 Two-Way Stop-Control Report

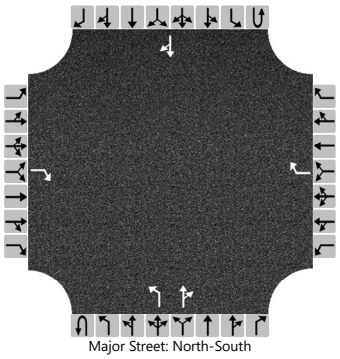
General Information

Analyst	MB
Agency/Co.	BHI
Date Performed	8/6/2020
Analysis Year	2024
Time Analyzed	Build AM
Intersection Orientation	North-South
Project Description	Zia Station

Site Information

Intersection	Galisteo and Rail Runner
Jurisdiction	City of Santa Fe
East/West Street	Rail Runner Entrance
North/South Street	Galisteo
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	1		0	0	1	0	1	1	0	0	0	1	0
Configuration				R				R		L		TR				TR
Volume (veh/h)				7				13		1	154	2			267	5
Percent Heavy Vehicles (%)				2				2		2						
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized	No				No											
Median Type | Storage	Left + Thru								1							

Critical and Follow-up Headways

Base Critical Headway (sec)				6.2				6.2		4.1						
Critical Headway (sec)				6.22				6.22		4.12						
Base Follow-Up Headway (sec)				3.3				3.3		2.2						
Follow-Up Headway (sec)				3.32				3.32		2.22						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)				8				14		1						
Capacity, c (veh/h)				746				876		1266						
v/c Ratio				0.01				0.02		0.00						
95% Queue Length, Q_{95} (veh)				0.0				0.0		0.0						
Control Delay (s/veh)				9.9				9.2		7.8						
Level of Service (LOS)				A				A		A						
Approach Delay (s/veh)	9.9				9.2				0.0							
Approach LOS	A				A											

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HCS7 Two-Way Stop-Control Report

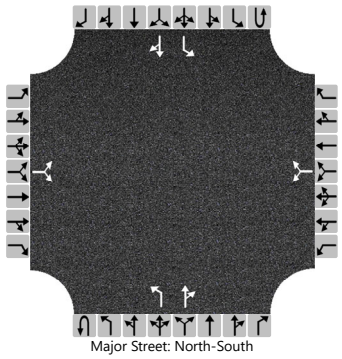
General Information

Analyst	MB
Agency/Co.	BHI
Date Performed	8/6/2020
Analysis Year	2024
Time Analyzed	Build AM
Intersection Orientation	North-South
Project Description	Zia Station

Site Information

Intersection	Galisteo and Calle Lumino
Jurisdiction	City of Santa Fe
East/West Street	Calle Luminoso
North/South Street	Galisteo
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	1	1	0	0	1	1	0
Configuration			LR				LR			L		TR		L		TR
Volume (veh/h)		9		1		24		14		0	221	29		174	135	1
Percent Heavy Vehicles (%)		0		0		0		0		0				0		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type | Storage	Left + Thru								1							

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2		7.1		6.2		4.1				4.1		
Critical Headway (sec)		7.10		6.20		7.10		6.20		4.10				4.10		
Base Follow-Up Headway (sec)		3.5		3.3		3.5		3.3		2.2				2.2		
Follow-Up Headway (sec)		3.50		3.30		3.50		3.30		2.20				2.20		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			11				41			0				189		
Capacity, c (veh/h)			372				464			1446				1303		
v/c Ratio			0.03				0.09			0.00				0.15		
95% Queue Length, Q_{95} (veh)			0.1				0.3			0.0				0.5		
Control Delay (s/veh)			15.0				13.5			7.5				8.2		
Level of Service (LOS)			B				B			A				A		
Approach Delay (s/veh)	15.0				13.5				0.0				4.6			
Approach LOS	B				B											

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HCS7 Two-Way Stop-Control Report

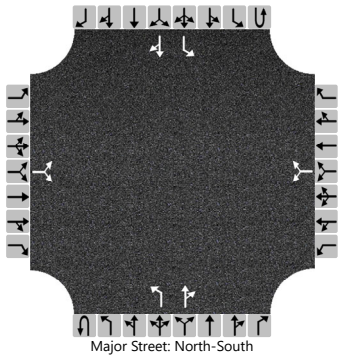
General Information

Analyst	MB
Agency/Co.	BHI
Date Performed	8/6/2020
Analysis Year	2024
Time Analyzed	Build AM
Intersection Orientation	North-South
Project Description	Zia Station

Site Information

Intersection	Galisteo and Cam Pabilo
Jurisdiction	City of Santa Fe
East/West Street	Camino de Pabilo
North/South Street	Galisteo
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	1	1	0	0	1	1	0
Configuration			LR				LR			L		TR		L		TR
Volume (veh/h)		7		4		74		100		1	104	21		99	59	2
Percent Heavy Vehicles (%)		0		0		0		0		0				0		
Proportion Time Blocked																
Percent Grade (%)		0				0										
Right Turn Channelized																
Median Type | Storage		Left + Thru								1						

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2		7.1		6.2		4.1				4.1		
Critical Headway (sec)		7.10		6.20		7.10		6.20		4.10				4.10		
Base Follow-Up Headway (sec)		3.5		3.3		3.5		3.3		2.2				2.2		
Follow-Up Headway (sec)		3.50		3.30		3.50		3.30		2.20				2.20		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			12				189			1				108		
Capacity, c (veh/h)			602				736			1548				1461		
v/c Ratio			0.02				0.26			0.00				0.07		
95% Queue Length, Q_{95} (veh)			0.1				1.0			0.0				0.2		
Control Delay (s/veh)			11.1				11.6			7.3				7.7		
Level of Service (LOS)			B				B			A				A		
Approach Delay (s/veh)		11.1				11.6				0.1				4.7		
Approach LOS		B				B										

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HCS7 Two-Way Stop-Control Report

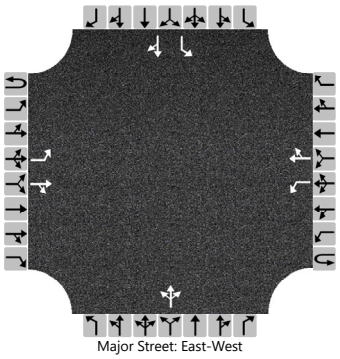
General Information

Analyst	MB
Agency/Co.	BHI
Date Performed	8/6/2020
Analysis Year	2024
Time Analyzed	Build AM
Intersection Orientation	East-West
Project Description	Zia Station

Site Information

Intersection	Rodeo and Galisteo
Jurisdiction	City of Santa Fe
East/West Street	Rodeo
North/South Street	Galisteo
Peak Hour Factor	0.94
Analysis Time Period (hrs)	1.00

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	1	1	0		0	1	0		1	1	0
Configuration		L		TR		L		TR			LTR			L		TR
Volume (veh/h)		46	809	5		19	479	47		3	5	43		35	3	91
Percent Heavy Vehicles (%)		2				0				0	0	2		0	0	2
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized																
Median Type | Storage		Left + Thru								1						

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.12				4.10				7.10	6.50	6.22		7.10	6.50	6.22
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.22				2.20				3.50	4.00	3.32		3.50	4.00	3.32

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		49				20					54			37		100
Capacity, c (veh/h)		1011				786					315			169		520
v/c Ratio		0.05				0.03					0.17			0.22		0.19
95% Queue Length, Q_{95} (veh)		0.2				0.1					0.6			0.8		0.7
Control Delay (s/veh)		8.7				9.7					18.8			32.3		13.6
Level of Service (LOS)		A				A					C			D		B
Approach Delay (s/veh)		0.5				0.3				18.8				18.7		
Approach LOS										C				C		

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HCS7 Two-Way Stop-Control Report

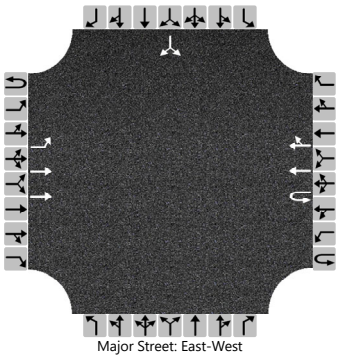
General Information

Analyst	MB
Agency/Co.	BHI
Date Performed	8/6/2020
Analysis Year	2024
Time Analyzed	Build AM
Intersection Orientation	East-West
Project Description	Zia Station

Site Information

Intersection	Zia and Candelero
Jurisdiction	City of Santa Fe
East/West Street	Zia
North/South Street	Candelero
Peak Hour Factor	0.94
Analysis Time Period (hrs)	1.00

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	1	0	2	0		0	0	0		0	1	0
Configuration		L	T		U		T	TR							LR	
Volume (veh/h)	0	2	784		43		500	10						24		6
Percent Heavy Vehicles (%)	0	0			3									0		0
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized																
Median Type | Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1			6.4									7.5		6.9
Critical Headway (sec)		4.10			6.46									6.80		6.90
Base Follow-Up Headway (sec)		2.2			2.5									3.5		3.3
Follow-Up Headway (sec)		2.20			2.53									3.50		3.30

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		2			46										32	
Capacity, c (veh/h)		1036			421										361	
v/c Ratio		0.00			0.11										0.09	
95% Queue Length, Q_{95} (veh)		0.0			0.4										0.3	
Control Delay (s/veh)		8.5			14.6										15.9	
Level of Service (LOS)		A			B										C	
Approach Delay (s/veh)	0.0				1.1								15.9			
Approach LOS													C			

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HCS7 Two-Way Stop-Control Report

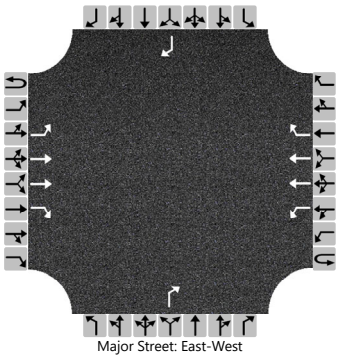
General Information

Analyst	MB
Agency/Co.	BHI
Date Performed	8/6/2020
Analysis Year	2024
Time Analyzed	Build AM
Intersection Orientation	East-West
Project Description	Zia Station

Site Information

Intersection	Zia and Galisteo
Jurisdiction	City of Santa Fe
East/West Street	Zia
North/South Street	Galisteo
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	1	0	1	2	1		0	0	1		0	0	1
Configuration		L	T	R		L	T	R				R				R
Volume (veh/h)	0	7	739	111	0	197	399	25				232				108
Percent Heavy Vehicles (%)	0	0			0	2						2				2
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized		No				No				No				No		
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1						6.9				6.9
Critical Headway (sec)		4.10				4.14						6.94				6.94
Base Follow-Up Headway (sec)		2.2				2.2						3.3				3.3
Follow-Up Headway (sec)		2.20				2.22						3.32				3.32

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		8				214						252				117
Capacity, c (veh/h)		1111				735						598				788
v/c Ratio		0.01				0.29						0.42				0.15
95% Queue Length, Q_{95} (veh)		0.0				1.2						2.1				0.5
Control Delay (s/veh)		8.3				11.9						15.3				10.4
Level of Service (LOS)		A				B						C				B
Approach Delay (s/veh)		0.1				3.8				15.3				10.4		
Approach LOS										C				B		

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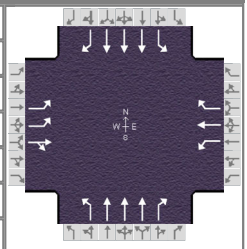
HCS7 Signalized Intersection Results Summary

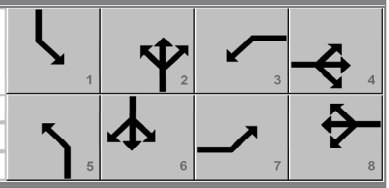
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	0	Analysis Year	Build PM	Analysis Period	1> 16:00
Intersection	St Francis & Sawmill	File Name	BPM.xus		
Project Description	Build PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	360	16	148	4	4	44	84	692	16	76	1516	264

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	10	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0							
Yellow	0.0	0.0	0.0	0.0	0.0	0.0							
Red	0.0	0.0	0.0	0.0	0.0	0.0							



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0		0	0	0	0	0	0	0	0	
Queue Service Time (g_s), s	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Cycle Queue Clearance Time (g_c), s	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0		0	0	0	0	0	0	0	0	
Volume-to-Capacity Ratio (*X*)	0.000	0.000		0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0		0	0	0	0	0	0	0	0	
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Uniform Delay (d_1), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Incremental Delay (d_2), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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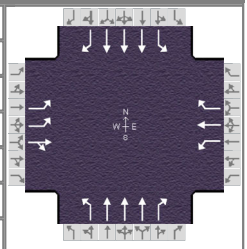
HCS7 Signalized Intersection Results Summary

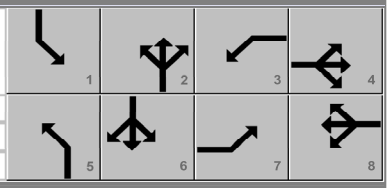
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	0	Analysis Year	Build PM	Analysis Period	2> 16:15
Intersection	St Francis & Sawmill	File Name	BPM.xus		
Project Description	Build PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	244	32	180	8	20	20	92	604	4	108	1284	232

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	10	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0							
Yellow	0.0	0.0	0.0	0.0	0.0	0.0							
Red	0.0	0.0	0.0	0.0	0.0	0.0							



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0		0	0	0	0	0	0	0	0	
Queue Service Time (g_s), s	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Cycle Queue Clearance Time (g_c), s	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0		0	0	0	0	0	0	0	0	
Volume-to-Capacity Ratio (*X*)	0.000	0.000		0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0		0	0	0	0	0	0	0	0	
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Uniform Delay (d_1), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Incremental Delay (d_2), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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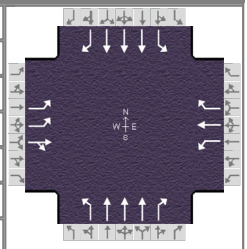
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	0	Analysis Year	Build PM	Analysis Period	3> 16:30
Intersection	St Francis & Sawmill	File Name	BPM.xus		
Project Description	Build PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	276	16	256	12	32	12	92	768	4	140	1584	248

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	10	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

								1	2	3	4	
Green	0.0	0.0	0.0	0.0	0.0	0.0						
Yellow	0.0	0.0	0.0	0.0	0.0	0.0						
Red	0.0	0.0	0.0	0.0	0.0	0.0		5	6	7	8	

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0		0	0	0	0	0	0	0	0	
Queue Service Time (g_s), s	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Cycle Queue Clearance Time (g_c), s	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0		0	0	0	0	0	0	0	0	
Volume-to-Capacity Ratio (*X*)	0.000	0.000		0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0		0	0	0	0	0	0	0	0	
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Uniform Delay (d_1), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Incremental Delay (d_2), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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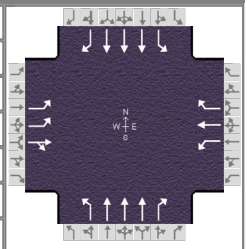
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	0	Analysis Year	Build PM	Analysis Period	4> 16:45
Intersection	St Francis & Sawmill	File Name	BPM.xus		
Project Description	Build PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	296	28	252	8	20	32	160	732	12	132	1676	272

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	10	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

									1	2	3	4	
Green	0.0	0.0	0.0	0.0	0.0	0.0							
Yellow	0.0	0.0	0.0	0.0	0.0	0.0			5	6	7	8	
Red	0.0	0.0	0.0	0.0	0.0	0.0							

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0		0	0	0	0	0	0	0	0	
Queue Service Time (g_s), s	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Cycle Queue Clearance Time (g_c), s	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0		0	0	0	0	0	0	0	0	
Volume-to-Capacity Ratio (*X*)	0.000	0.000		0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0		0	0	0	0	0	0	0	0	
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Uniform Delay (d_1), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Incremental Delay (d_2), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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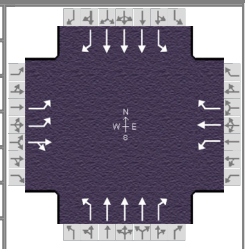
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	0	Analysis Year	Build PM	Analysis Period	5> 17:00
Intersection	St Francis & Sawmill	File Name	BPM.xus		
Project Description	Build PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	344	32	248	8	8	44	144	824	16	128	1860	264

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	10	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

									1	2	3	4	
Green	0.0	0.0	0.0	0.0	0.0	0.0							
Yellow	0.0	0.0	0.0	0.0	0.0	0.0			5	6	7	8	
Red	0.0	0.0	0.0	0.0	0.0	0.0							

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0		0	0	0	0	0	0	0	0	
Queue Service Time (g_s), s	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Cycle Queue Clearance Time (g_c), s	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0		0	0	0	0	0	0	0	0	
Volume-to-Capacity Ratio (*X*)	0.000	0.000		0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0		0	0	0	0	0	0	0	0	
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Uniform Delay (d_1), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Incremental Delay (d_2), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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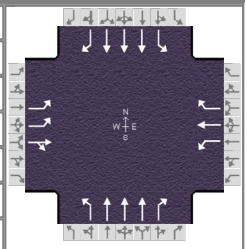
HCS7 Signalized Intersection Results Summary

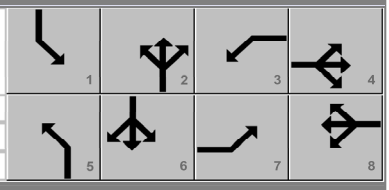
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	0	Analysis Year	Build PM	Analysis Period	6> 17:15
Intersection	St Francis & Sawmill	File Name	BPM.xus		
Project Description	Build PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	324	24	320	24	12	28	120	916	12	152	1900	360

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	10	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0	
Yellow	0.0	0.0	0.0	0.0	0.0	0.0	
Red	0.0	0.0	0.0	0.0	0.0	0.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0		0	0	0	0	0	0	0	0	
Queue Service Time (g_s), s	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Cycle Queue Clearance Time (g_c), s	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0		0	0	0	0	0	0	0	0	
Volume-to-Capacity Ratio (*X*)	0.000	0.000		0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0		0	0	0	0	0	0	0	0	
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Uniform Delay (d_1), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Incremental Delay (d_2), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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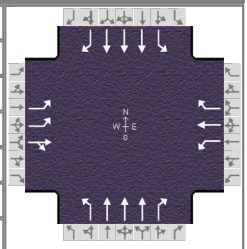
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	0	Analysis Year	Build PM	Analysis Period	7> 17:30
Intersection	St Francis & Sawmill	File Name	BPM.xus		
Project Description	Build PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	280	40	200	8	12	32	100	684	12	132	1472	252

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	10	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0	1	2	3	4		
Yellow	0.0	0.0	0.0	0.0	0.0	0.0	5	6	7	8		
Red	0.0	0.0	0.0	0.0	0.0	0.0						

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0		0	0	0	0	0	0	0	0	
Queue Service Time (g_s), s	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Cycle Queue Clearance Time (g_c), s	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0		0	0	0	0	0	0	0	0	
Volume-to-Capacity Ratio (*X*)	0.000	0.000		0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0		0	0	0	0	0	0	0	0	
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Uniform Delay (d_1), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Incremental Delay (d_2), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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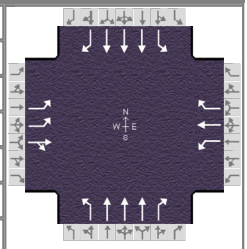
HCS7 Signalized Intersection Results Summary

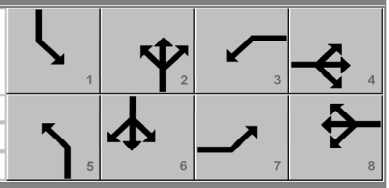
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	0	Analysis Year	Build PM	Analysis Period	8> 17:45
Intersection	St Francis & Sawmill	File Name	BPM.xus		
Project Description	Build PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	208	44	236	16	16	16	104	628	16	148	1324	268

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	10	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0							
Yellow	0.0	0.0	0.0	0.0	0.0	0.0							
Red	0.0	0.0	0.0	0.0	0.0	0.0							



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0		0	0	0	0	0	0	0	0	
Queue Service Time (g_s), s	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Cycle Queue Clearance Time (g_c), s	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0		0	0	0	0	0	0	0	0	
Volume-to-Capacity Ratio (*X*)	0.000	0.000		0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0		0	0	0	0	0	0	0	0	
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Uniform Delay (d_1), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Incremental Delay (d_2), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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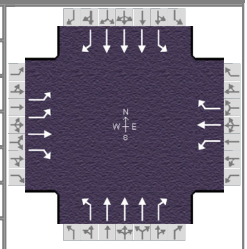
HCS7 Signalized Intersection Results Summary

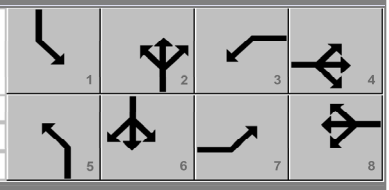
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	0	Analysis Year	Build PM	Analysis Period	1> 16:00
Intersection	St Francis & Siringo	File Name	BPM.xus		
Project Description	Build PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	200	64	228	140	120	72	220	1140	44	104	2068	164

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	111	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0						
Yellow	0.0	0.0	0.0	0.0	0.0	0.0						
Red	0.0	0.0	0.0	0.0	0.0	0.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Cycle Queue Clearance Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0	0	0	0	0	0	0	0	0	0	
Volume-to-Capacity Ratio (*X*)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0	0	0	0	0	0	0	0	0	0	
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Uniform Delay (d_1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Incremental Delay (d_2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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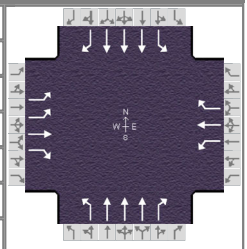
HCS7 Signalized Intersection Results Summary

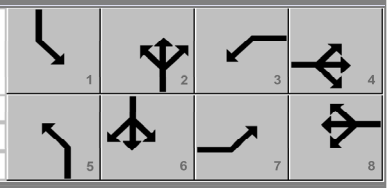
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	0	Analysis Year	Build PM	Analysis Period	2> 16:15
Intersection	St Francis & Siringo	File Name	BPM.xus		
Project Description	Build PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	132	64	228	104	128	60	152	984	84	80	1816	140

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	111	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0							
Yellow	0.0	0.0	0.0	0.0	0.0	0.0							
Red	0.0	0.0	0.0	0.0	0.0	0.0							



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Cycle Queue Clearance Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0	0	0	0	0	0	0	0	0	0	
Volume-to-Capacity Ratio (*X*)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0	0	0	0	0	0	0	0	0	0	
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Uniform Delay (d_1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Incremental Delay (d_2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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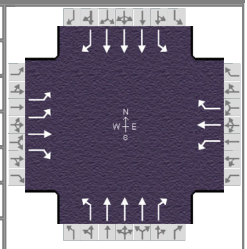
HCS7 Signalized Intersection Results Summary

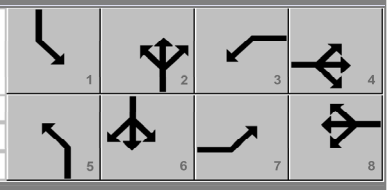
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	0	Analysis Year	Build PM	Analysis Period	3> 16:30
Intersection	St Francis & Siringo	File Name	BPM.xus		
Project Description	Build PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	168	88	256	156	132	64	192	1296	56	76	2292	156

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	111	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0						
Yellow	0.0	0.0	0.0	0.0	0.0	0.0						
Red	0.0	0.0	0.0	0.0	0.0	0.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Cycle Queue Clearance Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0	0	0	0	0	0	0	0	0	0	
Volume-to-Capacity Ratio (*X*)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0	0	0	0	0	0	0	0	0	0	
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Uniform Delay (d_1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Incremental Delay (d_2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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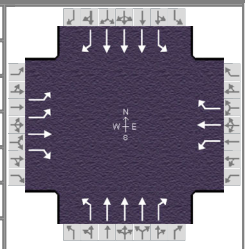
HCS7 Signalized Intersection Results Summary

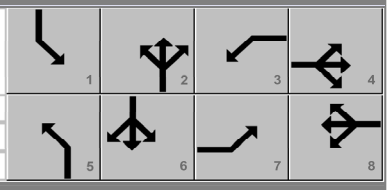
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	0	Analysis Year	Build PM	Analysis Period	4> 16:45
Intersection	St Francis & Siringo	File Name	BPM.xus		
Project Description	Build PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	184	116	240	180	132	56	212	1352	64	80	2428	156

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	111	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0						
Yellow	0.0	0.0	0.0	0.0	0.0	0.0						
Red	0.0	0.0	0.0	0.0	0.0	0.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Cycle Queue Clearance Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0	0	0	0	0	0	0	0	0	0	
Volume-to-Capacity Ratio (*X*)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0	0	0	0	0	0	0	0	0	0	
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Uniform Delay (d_1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Incremental Delay (d_2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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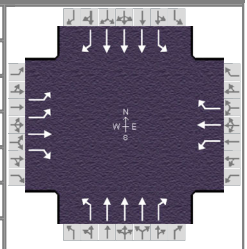
HCS7 Signalized Intersection Results Summary

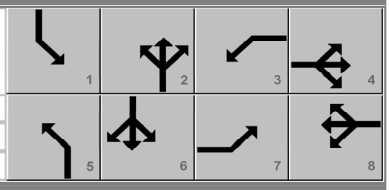
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	0	Analysis Year	Build PM	Analysis Period	5> 17:00
Intersection	St Francis & Siringo	File Name	BPM.xus		
Project Description	Build PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	156	84	344	132	184	84	232	1416	108	56	2664	156

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	111	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0						
Yellow	0.0	0.0	0.0	0.0	0.0	0.0						
Red	0.0	0.0	0.0	0.0	0.0	0.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Cycle Queue Clearance Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0	0	0	0	0	0	0	0	0	0	
Volume-to-Capacity Ratio (*X*)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0	0	0	0	0	0	0	0	0	0	
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Uniform Delay (d_1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Incremental Delay (d_2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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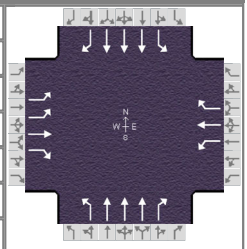
HCS7 Signalized Intersection Results Summary

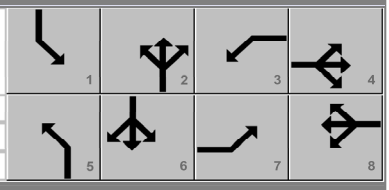
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	0	Analysis Year	Build PM	Analysis Period	6> 17:15
Intersection	St Francis & Siringo	File Name	BPM.xus		
Project Description	Build PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	164	120	340	176	168	84	268	1524	84	88	2820	164

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	111	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0						
Yellow	0.0	0.0	0.0	0.0	0.0	0.0						
Red	0.0	0.0	0.0	0.0	0.0	0.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Cycle Queue Clearance Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0	0	0	0	0	0	0	0	0	0	
Volume-to-Capacity Ratio (*X*)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0	0	0	0	0	0	0	0	0	0	
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Uniform Delay (d_1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Incremental Delay (d_2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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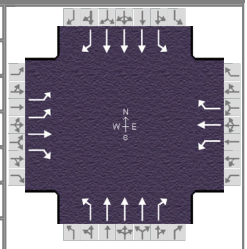
HCS7 Signalized Intersection Results Summary

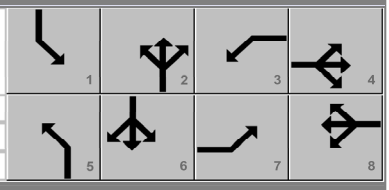
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	0	Analysis Year	Build PM	Analysis Period	7> 17:30
Intersection	St Francis & Siringo	File Name	BPM.xus		
Project Description	Build PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	108	92	288	100	136	100	148	1132	124	128	2008	200

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	111	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0						
Yellow	0.0	0.0	0.0	0.0	0.0	0.0						
Red	0.0	0.0	0.0	0.0	0.0	0.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Cycle Queue Clearance Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0	0	0	0	0	0	0	0	0	0	
Volume-to-Capacity Ratio (*X*)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0	0	0	0	0	0	0	0	0	0	
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Uniform Delay (d_1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Incremental Delay (d_2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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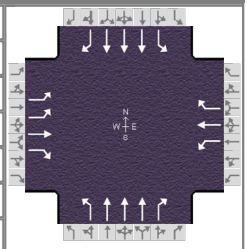
HCS7 Signalized Intersection Results Summary

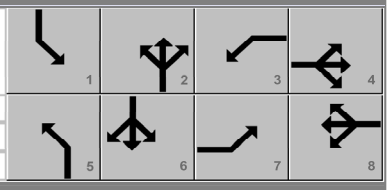
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	0	Analysis Year	Build PM	Analysis Period	8> 17:45
Intersection	St Francis & Siringo	File Name	BPM.xus		
Project Description	Build PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	80	84	292	136	80	96	184	1028	100	104	1980	108

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	111	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0						
Yellow	0.0	0.0	0.0	0.0	0.0	0.0						
Red	0.0	0.0	0.0	0.0	0.0	0.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0	0	0	0	0	0	0	0	0	0	
Queue Service Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Cycle Queue Clearance Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0	0	0	0	0	0	0	0	0	0	
Volume-to-Capacity Ratio (*X*)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0	0	0	0	0	0	0	0	0	0	
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Uniform Delay (d_1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Incremental Delay (d_2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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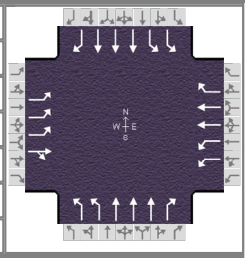
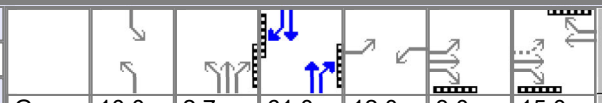
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	Build PM	Analysis Period	1> 16:00
Intersection	St Francis & Zia	File Name	BPM_adjustedEBT.xus		
Project Description	Build PM				

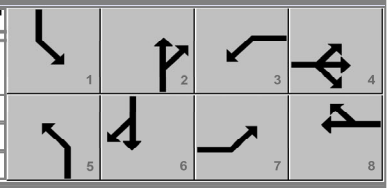


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	316	68	72	240	200	68	64	832	76	248	1684	392

Signal Information			
Cycle, s	130.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On



Green	10.0	2.7	61.0	12.0	3.0	15.0
Yellow	3.0	3.0	4.3	3.0	0.0	3.0
Red	1.0	1.0	2.0	3.0	0.0	3.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	1.1	4.0	2.0	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	21.0	24.0	18.0	21.0	20.7	74.0	14.0	67.3
Change Period, ($Y+R_c$), s	6.0	6.0	6.0	6.0	4.0	6.3	4.0	6.3
Max Allow Headway (*MAH*), s	4.1	4.1	4.1	4.1	4.0	0.0	4.0	0.0
Queue Clearance Time (g_s), s	9.7	11.5	10.7	8.8	4.5		11.0	
Green Extension Time (g_e), s	1.0	1.1	0.5	1.0	0.2	0.0	0.0	0.0
Phase Call Probability	1.00	1.00	1.00	1.00	0.93		1.00	
Max Out Probability	0.01	0.07	0.22	0.14	0.00		1.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	316	140		240	200	68	72	938	86	242	1646	383
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1480	1788		1746	1781	1716	1746	1698	1716	1746	1182	1716
Queue Service Time (g_s), s	7.7	9.5		8.7	6.8	4.7	2.5	11.1	2.7	9.0	59.8	18.3
Cycle Queue Clearance Time (g_c), s	7.7	9.5		8.7	6.8	4.7	2.5	11.1	2.7	9.0	59.8	18.3
Green Ratio (*g/C*)	0.23	0.14		0.09	0.12	0.12	0.13	0.52	0.52	0.08	0.47	0.47
Capacity (*c*), veh/h	901	248		322	411	198	448	2653	894	269	1665	806
Volume-to-Capacity Ratio (*X*)	0.351	0.566		0.745	0.487	0.343	0.161	0.354	0.096	0.902	0.989	0.476
Back of Queue (*Q*), ft/ln (95 th percentile)	128.4	198.8		183	141.9	95.8	50.2	174.9	46.9	133.7	477.7	173.3
Back of Queue (*Q*), veh/ln (95 th percentile)	5.1	7.8		7.2	5.6	3.8	2.0	6.9	1.8	5.3	18.8	6.8
Queue Storage Ratio (*RQ*) (95 th percentile)	0.32	0.53		0.92	0.59	0.64	0.23	0.11	0.12	0.61	0.28	0.38
Uniform Delay (d_1), s/veh	41.6	52.3		57.5	53.9	53.0	53.3	13.2	12.5	62.5	34.6	20.6
Incremental Delay (d_2), s/veh	0.2	2.0		4.0	0.9	1.0	0.2	0.4	0.2	4.3	4.5	0.2
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	41.8	54.4		61.5	54.8	54.0	53.5	13.5	12.7	66.8	39.1	20.8
Level of Service (LOS)	D	D		E	D	D	D	B	B	E	D	C
Approach Delay, s/veh / LOS	45.7	D		57.9	E		16.1	B		39.0	D	
Intersection Delay, s/veh / LOS	36.1						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.86	C	2.86	C	2.56	C	2.43	B
Bicycle LOS Score / LOS	1.24	A	0.91	A	1.02	A	1.77	B

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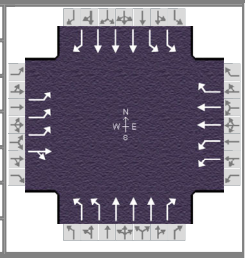
HCS7 Signalized Intersection Results Summary

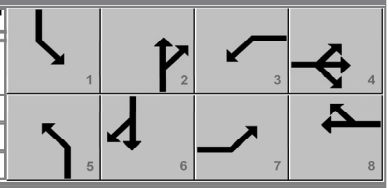
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	Build PM	Analysis Period	2> 16:15
Intersection	St Francis & Zia	File Name	BPM_adjustedEBT.xus		
Project Description	Build PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	252	84	64	248	144	52	36	728	84	208	1524	296

Signal Information			
Cycle, s	130.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	10.0	3.2	64.5	12.0	3.0	15.0
Yellow	3.0	0.0	4.3	3.0	0.0	3.0
Red	1.0	0.0	2.0	3.0	0.0	3.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	1.1	4.0	2.0	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	21.0	24.0	18.0	21.0	17.2	74.0	14.0	70.8
Change Period, ($Y+R_c$), s	6.0	6.0	6.0	6.0	4.0	6.3	4.0	6.3
Max Allow Headway (*MAH*), s	4.1	4.1	4.1	4.1	4.0	0.0	4.0	0.0
Queue Clearance Time (g_s), s	7.6	12.0	11.0	6.8	3.3		10.2	
Green Extension Time (g_e), s	0.8	0.8	0.5	0.9	0.1	0.0	0.0	0.0
Phase Call Probability	1.00	1.00	1.00	1.00	0.74		1.00	
Max Out Probability	0.00	0.07	0.28	0.04	0.00		1.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	252	148		248	144	52	37	745	86	220	1614	314
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1574	1800		1746	1781	1716	1746	1698	1716	1746	1188	1716
Queue Service Time (g_s), s	5.6	10.0		9.0	4.8	3.6	1.3	9.4	2.8	8.2	52.1	10.0
Cycle Queue Clearance Time (g_c), s	5.6	10.0		9.0	4.8	3.6	1.3	9.4	2.8	8.2	52.1	10.0
Green Ratio (*g/C*)	0.23	0.14		0.09	0.12	0.12	0.10	0.52	0.52	0.08	0.50	0.50
Capacity (*c*), veh/h	1002	249		322	411	198	356	2653	894	269	1767	851
Volume-to-Capacity Ratio (*X*)	0.251	0.594		0.769	0.350	0.263	0.104	0.281	0.096	0.820	0.914	0.368
Back of Queue (*Q*), ft/ln (95 th percentile)	100.5	209		191.4	100.2	72.4	25.9	157.1	49.7	158.8	423.6	127.6
Back of Queue (*Q*), veh/ln (95 th percentile)	4.0	8.2		7.5	3.9	2.8	1.0	6.2	2.0	6.3	16.7	5.0
Queue Storage Ratio (*RQ*) (95 th percentile)	0.25	0.56		0.96	0.42	0.48	0.12	0.10	0.13	0.72	0.25	0.28
Uniform Delay (d_1), s/veh	40.7	52.6		57.6	53.0	52.5	55.2	14.9	13.2	62.1	23.4	11.9
Incremental Delay (d_2), s/veh	0.1	2.4		5.0	0.5	0.7	0.1	0.3	0.2	9.0	4.4	0.6
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	40.9	55.0		62.7	53.5	53.2	55.3	15.1	13.4	71.1	27.8	12.4
Level of Service (LOS)	D	D		E	D	D	E	B	B	E	C	B
Approach Delay, s/veh / LOS	46.1	D		58.6	E		16.7	B		30.0	C	
Intersection Delay, s/veh / LOS	31.9						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.86	C	2.86	C	2.56	C	2.42	B
Bicycle LOS Score / LOS	1.15	A	0.85	A	0.95	A	1.60	B

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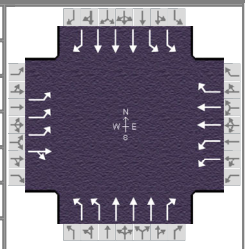
HCS7 Signalized Intersection Results Summary

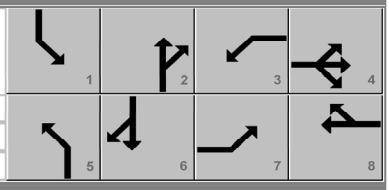
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	Build PM	Analysis Period	3> 16:30
Intersection	St Francis & Zia	File Name	BPM_adjustedEBT.xus		
Project Description	Build PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	372	164	84	248	256	64	96	876	76	212	1776	524

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0	
Yellow	0.0	0.0	0.0	0.0	0.0	0.0	
Red	0.0	0.0	0.0	0.0	0.0	0.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	1.1	4.0	2.0	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	6.0	6.0	6.0	6.0	4.0	6.3	4.0	6.3
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0		0	0	0	0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Queue Clearance Time (g_c), s	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Volume-to-Capacity Ratio (*X*)	0.000	0.000		0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0		0	0	0	0	0	0	0	0	0
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incremental Delay (d_2), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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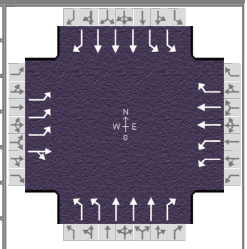
HCS7 Signalized Intersection Results Summary

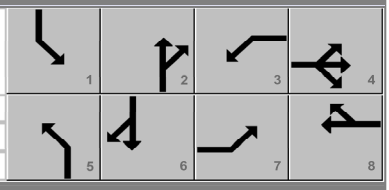
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	Build PM	Analysis Period	4> 16:45
Intersection	St Francis & Zia	File Name	BPM_adjustedEBT.xus		
Project Description	Build PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	448	128	76	296	260	40	84	936	88	244	1836	568

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0	
Yellow	0.0	0.0	0.0	0.0	0.0	0.0	
Red	0.0	0.0	0.0	0.0	0.0	0.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	1.1	4.0	2.0	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	6.0	6.0	6.0	6.0	4.0	6.3	4.0	6.3
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0		0	0	0	0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Queue Clearance Time (g_c), s	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Volume-to-Capacity Ratio (*X*)	0.000	0.000		0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0		0	0	0	0	0	0	0	0	0
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incremental Delay (d_2), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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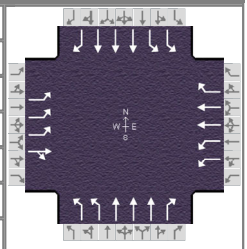
HCS7 Signalized Intersection Results Summary

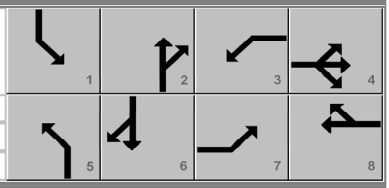
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	Build PM	Analysis Period	5> 17:00
Intersection	St Francis & Zia	File Name	BPM_adjustedEBT.xus		
Project Description	Build PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	432	156	100	296	304	44	108	1016	72	196	2084	584

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0						
Yellow	0.0	0.0	0.0	0.0	0.0	0.0						
Red	0.0	0.0	0.0	0.0	0.0	0.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	1.1	4.0	2.0	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, (*Y+R c*), s	6.0	6.0	6.0	6.0	4.0	6.3	4.0	6.3
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (*g s*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (*g e*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0		0	0	0	0	0	0	0	0	0
Queue Service Time (*g s*), s	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Queue Clearance Time (*g c*), s	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Volume-to-Capacity Ratio (*X*)	0.000	0.000		0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0		0	0	0	0	0	0	0	0	0
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (*d 1*), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incremental Delay (*d 2*), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Delay (*d 3*), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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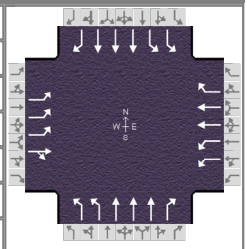
HCS7 Signalized Intersection Results Summary

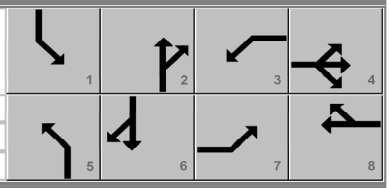
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	Build PM	Analysis Period	6> 17:15
Intersection	St Francis & Zia	File Name	BPM_adjustedEBT.xus		
Project Description	Build PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	492	180	60	312	312	64	104	1080	96	284	2096	680

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0						
Yellow	0.0	0.0	0.0	0.0	0.0	0.0						
Red	0.0	0.0	0.0	0.0	0.0	0.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	1.1	4.0	2.0	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, (*Y+R c*), s	6.0	6.0	6.0	6.0	4.0	6.3	4.0	6.3
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (*g s*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (*g e*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0		0	0	0	0	0	0	0	0	0
Queue Service Time (*g s*), s	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Queue Clearance Time (*g c*), s	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Volume-to-Capacity Ratio (*X*)	0.000	0.000		0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0		0	0	0	0	0	0	0	0	0
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (*d 1*), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incremental Delay (*d 2*), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Delay (*d 3*), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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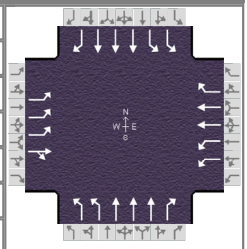
HCS7 Signalized Intersection Results Summary

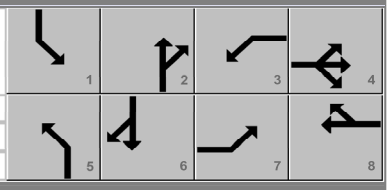
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	Build PM	Analysis Period	7> 17:30
Intersection	St Francis & Zia	File Name	BPM_adjustedEBT.xus		
Project Description	Build PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	296	116	48	320	176	12	68	836	68	212	1604	504

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0						
Yellow	0.0	0.0	0.0	0.0	0.0	0.0						
Red	0.0	0.0	0.0	0.0	0.0	0.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	1.1	4.0	2.0	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	6.0	6.0	6.0	6.0	4.0	6.3	4.0	6.3
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0		0	0	0	0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Queue Clearance Time (g_c), s	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Volume-to-Capacity Ratio (*X*)	0.000	0.000		0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0		0	0	0	0	0	0	0	0	0
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incremental Delay (d_2), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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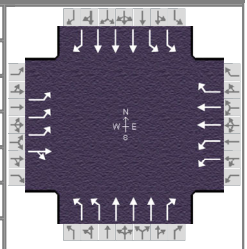
HCS7 Signalized Intersection Results Summary

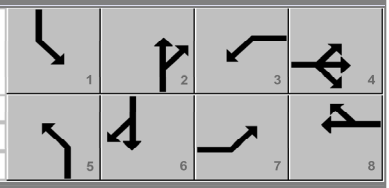
General Information				Intersection Information	
Agency	BHI			Duration, h	0.250
Analyst	MB	Analysis Date	Jul 30, 2020	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	St Francis	Analysis Year	Build PM	Analysis Period	8> 17:45
Intersection	St Francis & Zia	File Name	BPM_adjustedEBT.xus		
Project Description	Build PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	284	112	36	224	192	60	68	760	88	232	1492	452

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0	
Yellow	0.0	0.0	0.0	0.0	0.0	0.0	
Red	0.0	0.0	0.0	0.0	0.0	0.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	1.1	4.0	2.0	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Change Period, ($Y+R_c$), s	6.0	6.0	6.0	6.0	4.0	6.3	4.0	6.3
Max Allow Headway (*MAH*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Phase Call Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0		0	0	0	0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Queue Clearance Time (g_c), s	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Ratio (*g/C*)												
Capacity (*c*), veh/h	0	0		0	0	0	0	0	0	0	0	0
Volume-to-Capacity Ratio (*X*)	0.000	0.000		0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Back of Queue (*Q*), ft/ln (95 th percentile)	0	0		0	0	0	0	0	0	0	0	0
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incremental Delay (d_2), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A
Bicycle LOS Score / LOS	0.00	A	0.00	A	0.00	A	0.00	A

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HCS7 Two-Way Stop-Control Report

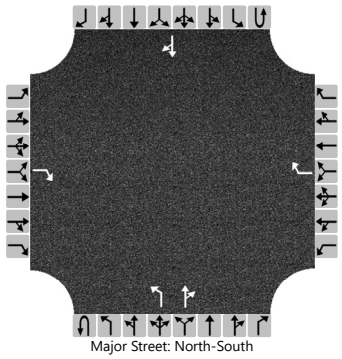
General Information

Analyst	MB
Agency/Co.	BHI
Date Performed	8/6/2020
Analysis Year	2024
Time Analyzed	Build PM
Intersection Orientation	North-South
Project Description	Zia Station

Site Information

Intersection	Galisteo and Rail Runner
Jurisdiction	City of Santa Fe
East/West Street	Rail Runner Entrance
North/South Street	Galisteo
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	1		0	0	1	0	1	1	0	0	0	1	0
Configuration				R				R		L		TR				TR
Volume (veh/h)				6				20		0	143	1			180	5
Percent Heavy Vehicles (%)				2				2		2						
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized	No				No											
Median Type | Storage	Left + Thru								1							

Critical and Follow-up Headways

Base Critical Headway (sec)				6.2				6.2		4.1						
Critical Headway (sec)				6.22				6.22		4.12						
Base Follow-Up Headway (sec)				3.3				3.3		2.2						
Follow-Up Headway (sec)				3.32				3.32		2.22						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)				7				22		0						
Capacity, c (veh/h)				843				890		1371						
v/c Ratio				0.01				0.02		0.00						
95% Queue Length, Q_{95} (veh)				0.0				0.1		0.0						
Control Delay (s/veh)				9.3				9.1		7.6						
Level of Service (LOS)				A				A		A						
Approach Delay (s/veh)	9.3				9.1				0.0							
Approach LOS	A				A											

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HCS7 Two-Way Stop-Control Report

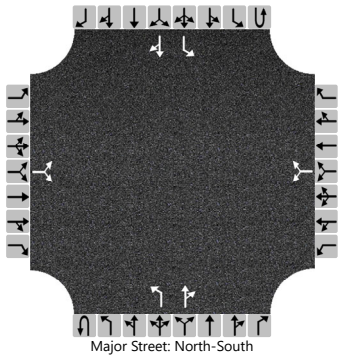
General Information

Analyst	MB
Agency/Co.	BHI
Date Performed	8/6/2020
Analysis Year	2024
Time Analyzed	Build PM
Intersection Orientation	North-South
Project Description	Zia Station

Site Information

Intersection	Galisteo and Calle Lumino
Jurisdiction	City of Santa Fe
East/West Street	Calle Luminoso
North/South Street	Galisteo
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	1	1	0	0	1	1	0
Configuration			LR				LR			L		TR		L		TR
Volume (veh/h)		5		6		26		14		0	185	19		129	183	11
Percent Heavy Vehicles (%)		0		0		0		0		0				0		
Proportion Time Blocked																
Percent Grade (%)		0				0										
Right Turn Channelized																
Median Type | Storage		Left + Thru								1						

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2		7.1		6.2		4.1				4.1		
Critical Headway (sec)		7.10		6.20		7.10		6.20		4.10				4.10		
Base Follow-Up Headway (sec)		3.5		3.3		3.5		3.3		2.2				2.2		
Follow-Up Headway (sec)		3.50		3.30		3.50		3.30		2.20				2.20		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			12				43			0				140		
Capacity, c (veh/h)			560				503			1372				1359		
v/c Ratio			0.02				0.09			0.00				0.10		
95% Queue Length, Q_{95} (veh)			0.1				0.3			0.0				0.3		
Control Delay (s/veh)			11.6				12.8			7.6				8.0		
Level of Service (LOS)			B				B			A				A		
Approach Delay (s/veh)		11.6				12.8				0.0				3.2		
Approach LOS		B				B										

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HCS7 Two-Way Stop-Control Report

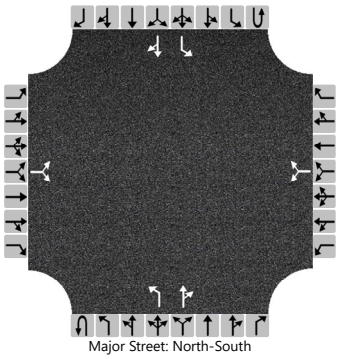
General Information

Analyst	MB
Agency/Co.	BHI
Date Performed	8/6/2020
Analysis Year	2024
Time Analyzed	Build PM
Intersection Orientation	North-South
Project Description	Zia Station

Site Information

Intersection	Galisteo and Cam Pabilo
Jurisdiction	City of Santa Fe
East/West Street	Camino de Pabilo
North/South Street	Galisteo
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	1	1	0	0	1	1	0
Configuration			LR				LR			L		TR		L		TR
Volume (veh/h)		2		6		84		99		4	72	13		65	136	16
Percent Heavy Vehicles (%)		0		0		0		0		0				0		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type | Storage	Left + Thru								1							

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2		7.1		6.2		4.1				4.1		
Critical Headway (sec)		7.10		6.20		7.10		6.20		4.10				4.10		
Base Follow-Up Headway (sec)		3.5		3.3		3.5		3.3		2.2				2.2		
Follow-Up Headway (sec)		3.50		3.30		3.50		3.30		2.20				2.20		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			9				199			4				71		
Capacity, c (veh/h)			757				746			1425				1515		
v/c Ratio			0.01				0.27			0.00				0.05		
95% Queue Length, Q_{95} (veh)			0.0				1.1			0.0				0.1		
Control Delay (s/veh)			9.8				11.6			7.5				7.5		
Level of Service (LOS)			A				B			A				A		
Approach Delay (s/veh)	9.8				11.6				0.3				2.2			
Approach LOS	A				B											

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HCS7 Two-Way Stop-Control Report

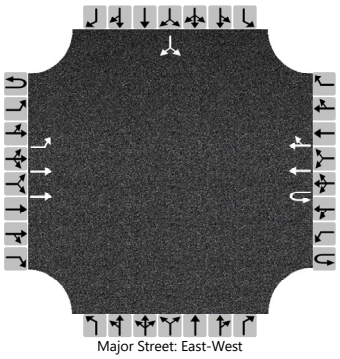
General Information

Analyst	MB
Agency/Co.	BHI
Date Performed	8/6/2020
Analysis Year	2020
Time Analyzed	Build PM
Intersection Orientation	East-West
Project Description	Zia Station

Site Information

Intersection	Zia and Candelero
Jurisdiction	City of Santa Fe
East/West Street	Zia
North/South Street	Candelero
Peak Hour Factor	0.94
Analysis Time Period (hrs)	1.00

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	1	0	2	0		0	0	0		0	1	0
Configuration		L	T		U		T	TR							LR	
Volume (veh/h)	0	4	515		24		817	34						20		5
Percent Heavy Vehicles (%)	0	0			3									0		0
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized																
Median Type | Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1			6.4									7.5		6.9
Critical Headway (sec)		4.10			6.46									6.80		6.90
Base Follow-Up Headway (sec)		2.2			2.5									3.5		3.3
Follow-Up Headway (sec)		2.20			2.53									3.50		3.30

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		4			26										27	
Capacity, c (veh/h)		760			641										300	
v/c Ratio		0.01			0.04										0.09	
95% Queue Length, Q_{95} (veh)		0.0			0.1										0.3	
Control Delay (s/veh)		9.8			10.8										18.2	
Level of Service (LOS)		A			B										C	
Approach Delay (s/veh)	0.1				0.3								18.2			
Approach LOS													C			

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HCS7 Two-Way Stop-Control Report

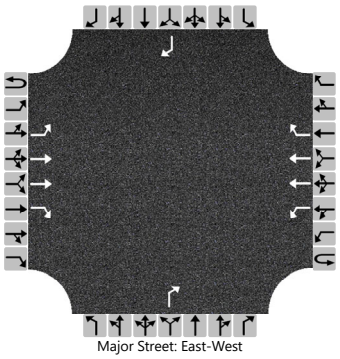
General Information

Analyst	MB
Agency/Co.	BHI
Date Performed	8/6/2020
Analysis Year	2020
Time Analyzed	Build PM
Intersection Orientation	East-West
Project Description	Zia Station

Site Information

Intersection	Zia and Galisteo
Jurisdiction	City of Santa Fe
East/West Street	Zia
North/South Street	Galisteo
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	1	0	1	2	1		0	0	1		0	0	1
Configuration		L	T	R		L	T	R				R				R
Volume (veh/h)	0	13	476	69	0	229	765	47				185				60
Percent Heavy Vehicles (%)	0	0			0	2						2				2
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized		No				No				No				No		
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1						6.9				6.9
Critical Headway (sec)		4.10				4.14						6.94				6.94
Base Follow-Up Headway (sec)		2.2				2.2						3.3				3.3
Follow-Up Headway (sec)		2.20				2.22						3.32				3.32

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		14				249						201				65
Capacity, c (veh/h)		775				979						740				586
v/c Ratio		0.02				0.25						0.27				0.11
95% Queue Length, Q_{95} (veh)		0.1				1.0						1.1				0.4
Control Delay (s/veh)		9.7				9.9						11.7				11.9
Level of Service (LOS)		A				A						B				B
Approach Delay (s/veh)		0.2				2.2				11.7				11.9		
Approach LOS										B				B		

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APPENDIX F

SAFETY ANALYSIS

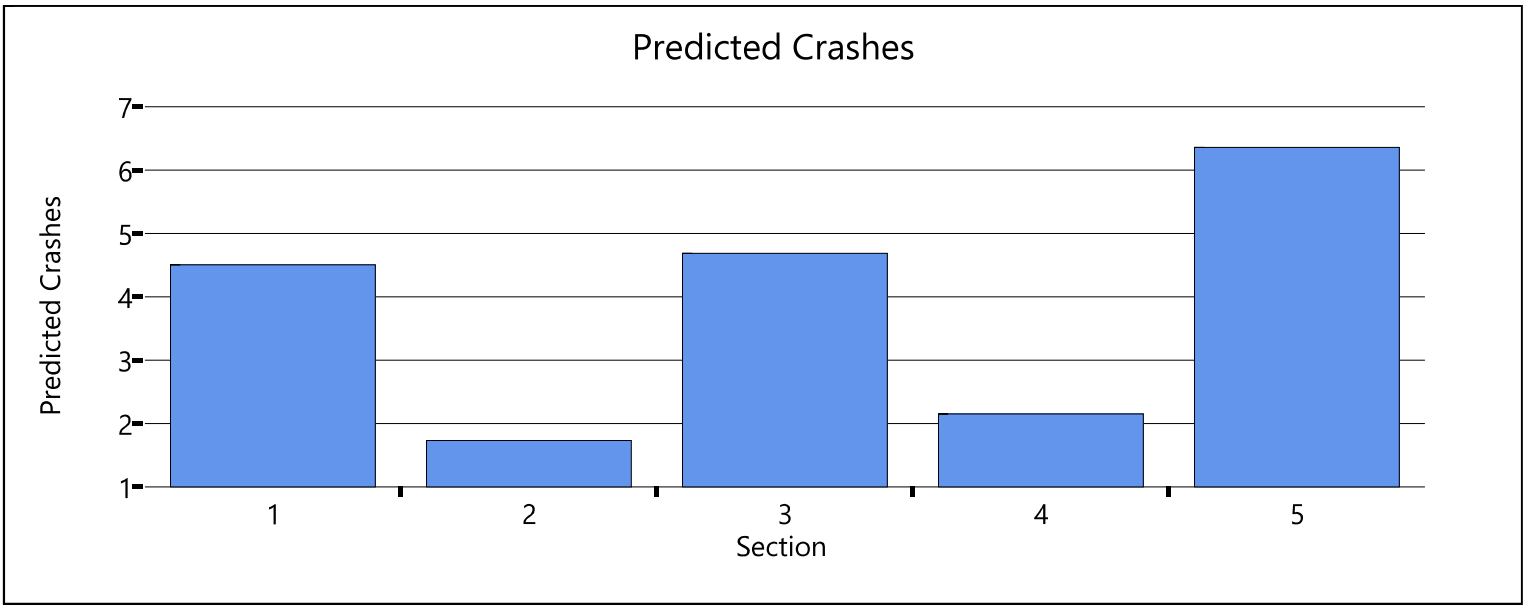
Highway Safety Software Facility Report

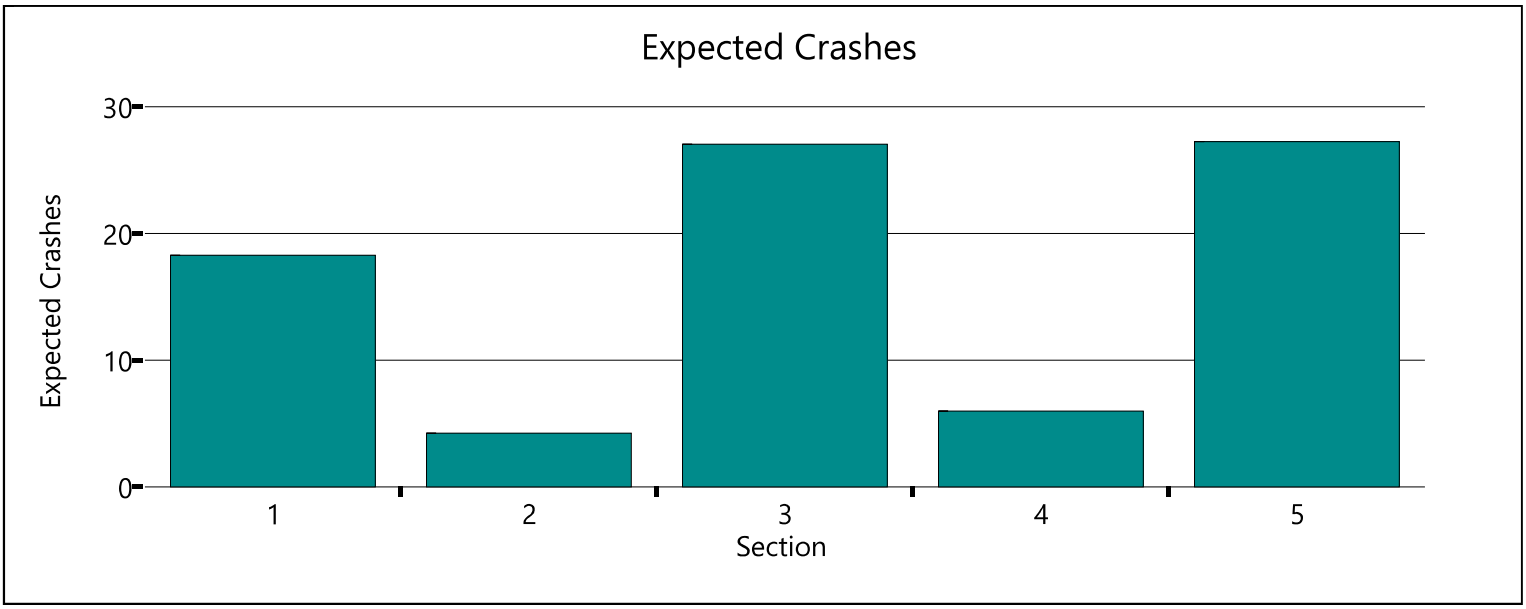
Project Information

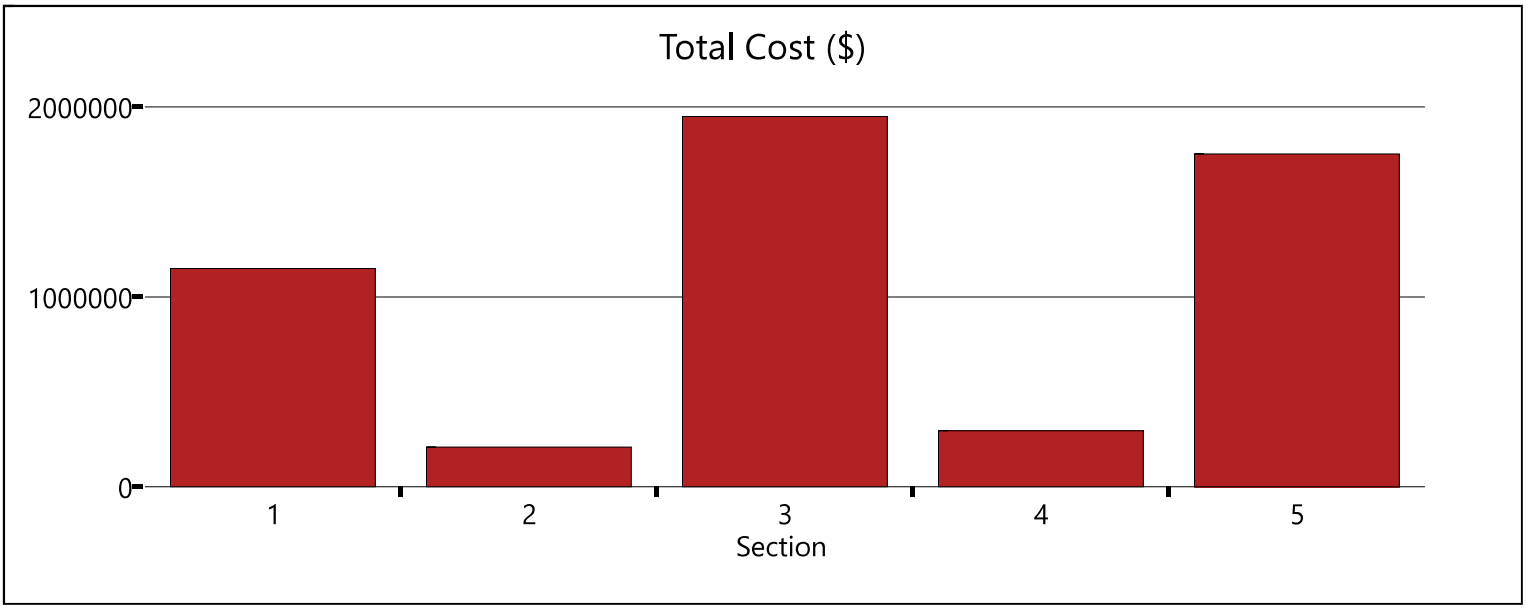
Analyst	MG	Date	8/11/2020
Jurisdiction	Santa Fe	Analysis Year	2020
Project Description	St. Francis Drive_Existing		

Section Crash Summary

ID	Section Type	Model Type	Length, mi	CMF Combined	Predicted Crashes	Expected Crashes	Expected Societal Crash Costs
1	Intersection	Four Approach Signal (4SG)	-	0.565	4.506	18.295	$1148517
2	Segment	Four-Lane Divided Segment (4D)	0.330	0.878	1.733	4.233	$208906
3	Intersection	Four Approach Signal (4SG)	-	0.399	4.687	27.047	$1948431
4	Segment	Four-Lane Divided Segment (4D)	0.340	0.877	2.152	5.979	$294508
5	Intersection	Four Approach Signal (4SG)	-	0.491	6.359	27.263	$1752001







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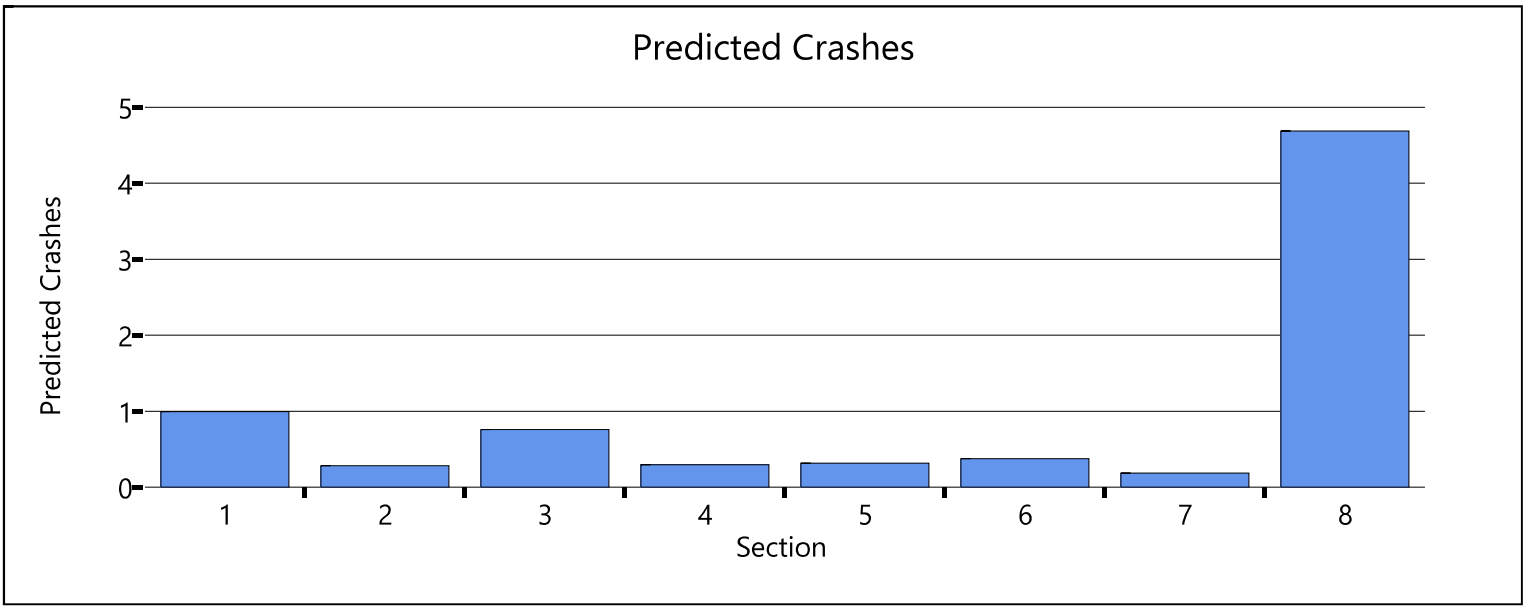
Highway Safety Software Facility Report

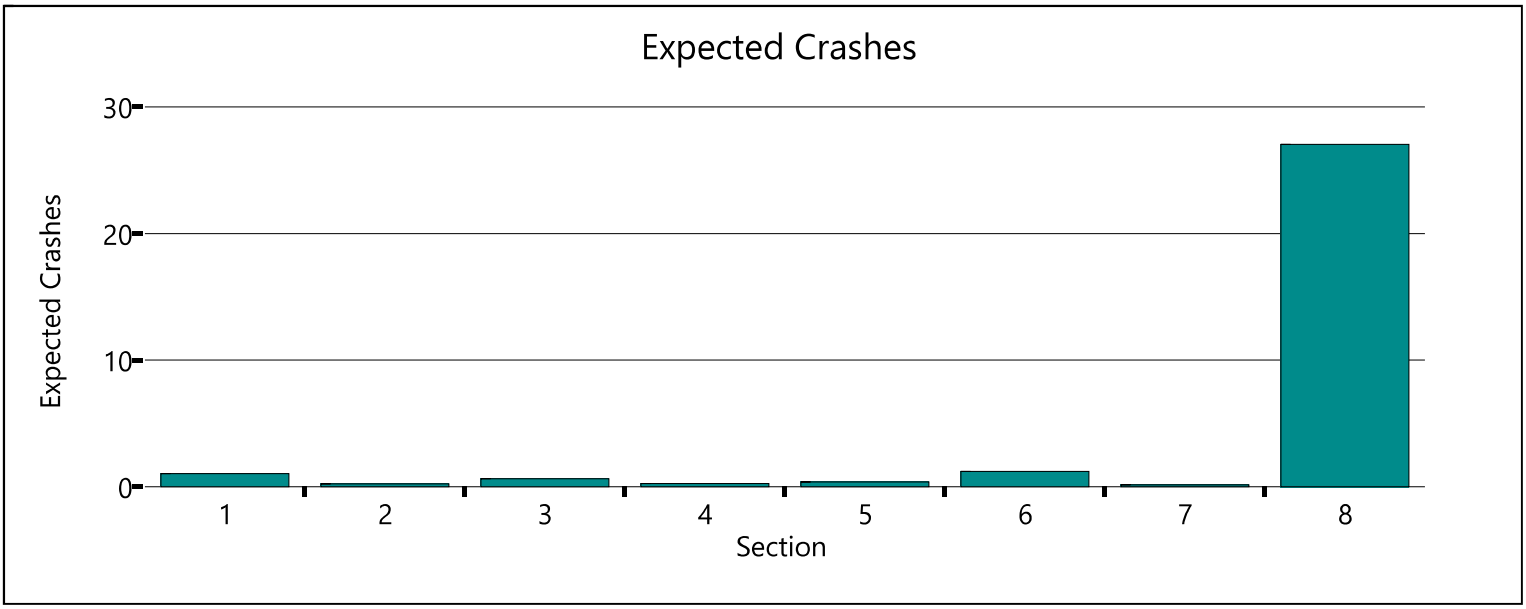
Project Information

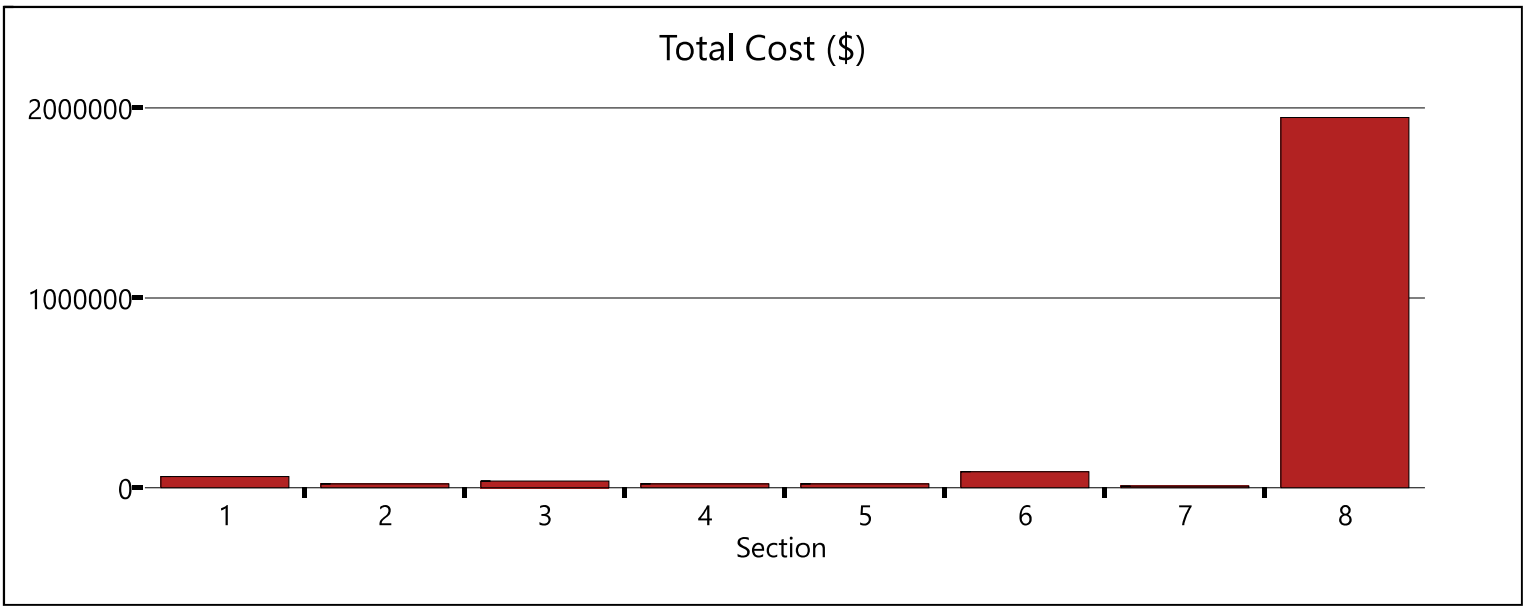
Analyst	MG	Date	8/12/2020
Jurisdiction	Santa Fe	Analysis Year	2020
Project Description	Zia_Existing		

Section Crash Summary

ID	Section Type	Model Type	Length, mi	CMF Combined	Predicted Crashes	Expected Crashes	Expected Societal Crash Costs
1	Segment	Four-Lane Undivided Segment (4U)	0.200	1.033	0.994	1.050	$59504
2	Intersection	Three Approach Stop (3ST)	-	0.609	0.282	0.244	$19975
3	Segment	Four-Lane Undivided Segment (4U)	0.250	1.022	0.757	0.642	$35033
4	Intersection	Three Approach Stop (3ST)	-	0.609	0.298	0.255	$20897
5	Segment	Four-Lane Undivided Segment (4U)	0.100	0.999	0.316	0.394	$21416
6	Intersection	Three Approach Stop (3ST)	-	0.352	0.375	1.221	$85217
7	Segment	Four-Lane Undivided Segment (4U)	0.080	0.968	0.187	0.168	$9284
8	Intersection	Four Approach Signal (4SG)	-	0.399	4.687	27.047	$1948431







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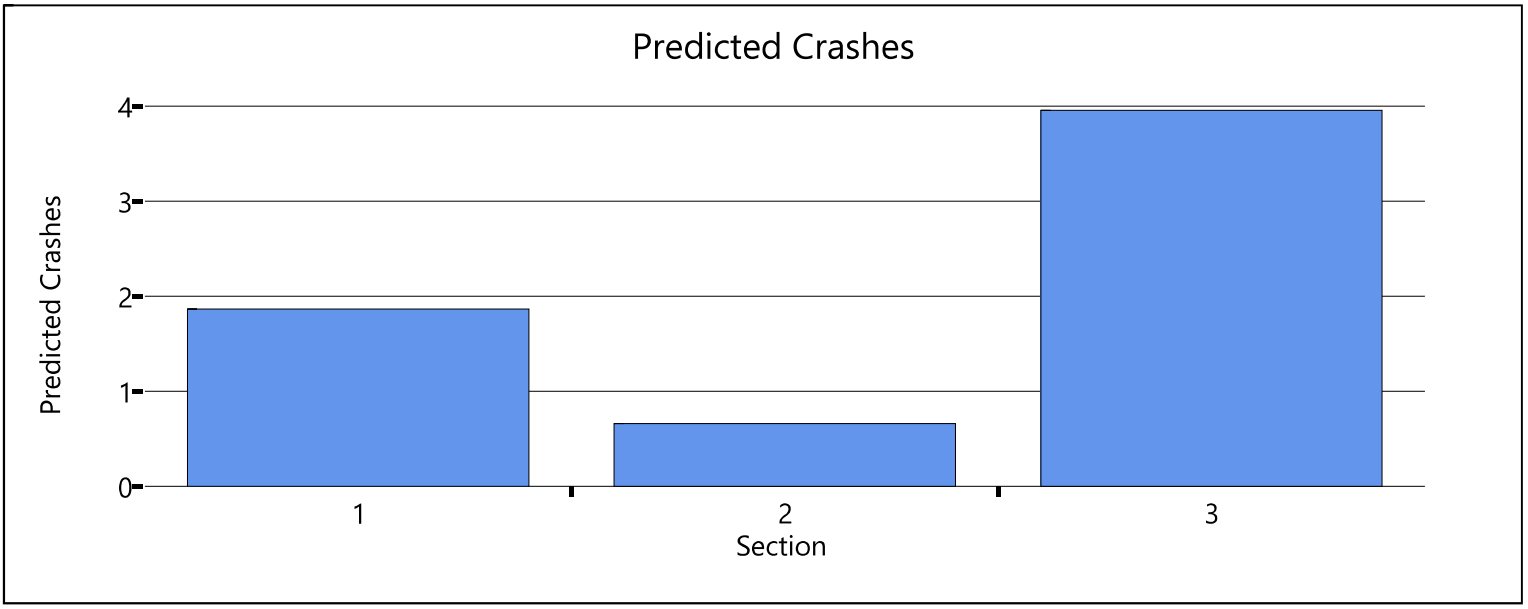
Highway Safety Software Facility Report

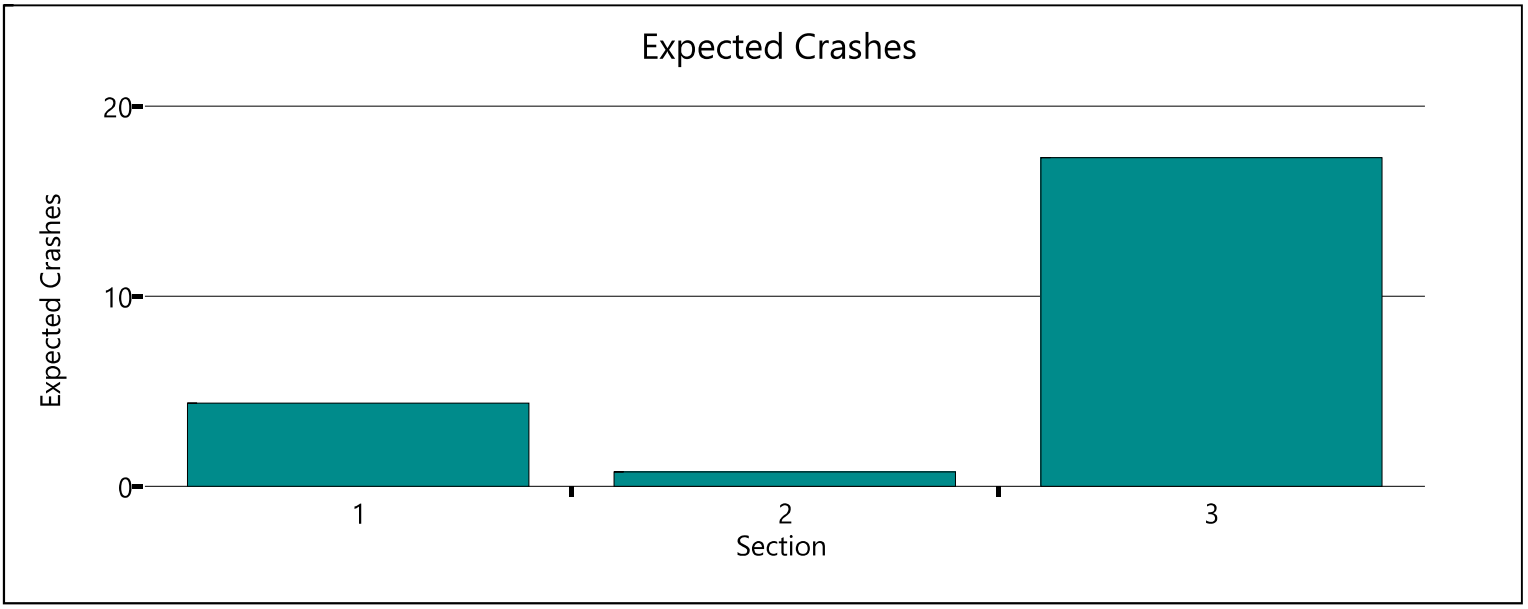
Project Information

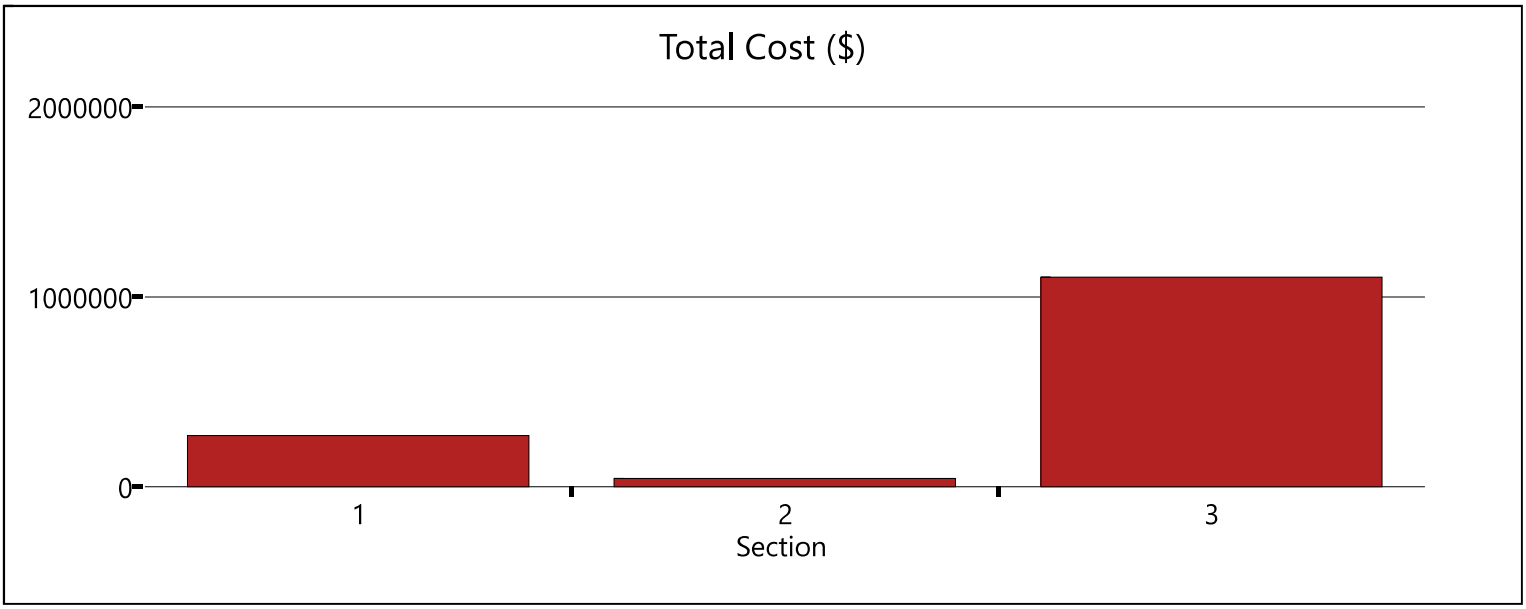
Analyst	MG	Date	8/12/2020
Jurisdiction	Santa Fe	Analysis Year	2020
Project Description	Sawmill_Existing		

Section Crash Summary

ID	Section Type	Model Type	Length, mi	CMF Combined	Predicted Crashes	Expected Crashes	Expected Societal Crash Costs
1	Intersection	Four Approach Signal (4SG)	-	0.508	1.865	4.369	$269431
2	Segment	Four-Lane Undivided Segment (4U)	0.310	1.000	0.659	0.756	$44374
3	Intersection	Four Approach Signal (4SG)	-	0.491	3.956	17.297	$1103471







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Highway Safety Software Urban Intersection Report

Project Information

Analyst	MG	Date	8/11/2020
Jurisdiction	Santa Fe	Analysis Year	2024
Project Description	St. Francis Drive_No Build	Section Number	5

Input Data

Intersection Type	Four Approach Signal (4SG)		
$AADT_{maj}$ (veh/day)	42153	$AADT_{min}$ (veh/day)	9715
Intersection Red Light Cameras	No	Lighting	Yes
Approaches with Left-Turn Lanes	4	Approaches with Right-Turn Lanes	4
Types of Left-Turn Phasing	ProtectedPermissive | ProtectedPermissive | ProtectedPermissive | ProtectedPermissive		
# Alcohol Sales Establishments (<1000 ft)	0	# Bus Stops(<1000ft)	0
School within 1000 ft?	No	Max Lanes Crossed by Pedestrian	9
Pedestrian Crossing Volume (Ped/day)	3200	Calibration Factor	1.00

Crash Modification Factors

Left-Turn Lanes - CMF1	0.660	Red Light Running Cameras - CMF6	1.000
Left Turn Phases - CMF2	0.961	Bus Stops - CMF1p	1.000
Right-Turn Lanes - CMF3	0.850	Schools - CMF2p	1.000
Right-Turn on Red - CMF4	1.000	Alcohol Sales - CMF3p	1.000
Lighting - CMF5	0.911		
Combined CMF (Vehicle)	0.491	Combined CMF (Pedestrian)	1.000

Predicted Roadway Section Crashes

Crash Severity	$N_{spf,rs}$ by Severity	Predicted Crash Frequency
Fatal and Injury (FI)	4.522	2.522
Property Damage Only (PDO)	8.472	4.158
Total	12.995	6.680

Expected Roadway Section Crashes

Crash Severity	Average Observed Crashes	Weight	Expected Crash Frequency
Fatal and Injury (FI)	-	-	10.448
Property Damage Only (PDO)	-	-	17.226
Total	-	-	27.674

Economic Analysis (Expected Crashes)

Crash Severity	Per Crash Societal Crash Cost	Expected Annual Crashes	Total Societal Crash Cost
Fatal and Injury (FI)	$158,200.00	10.448	$1,652,802.07
Property Damage Only (PDO)	$7,400.00	17.226	$127,475.75
Total	-	27.674	$1,780,277.82

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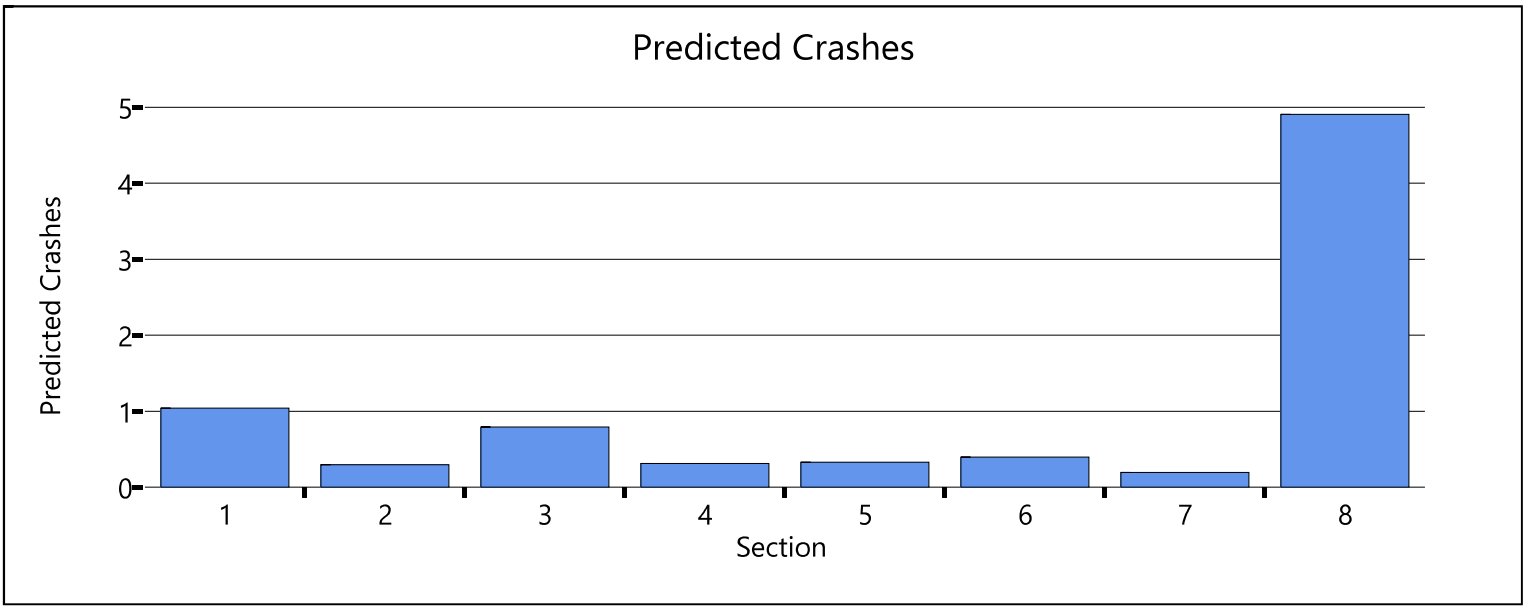
Highway Safety Software Facility Report

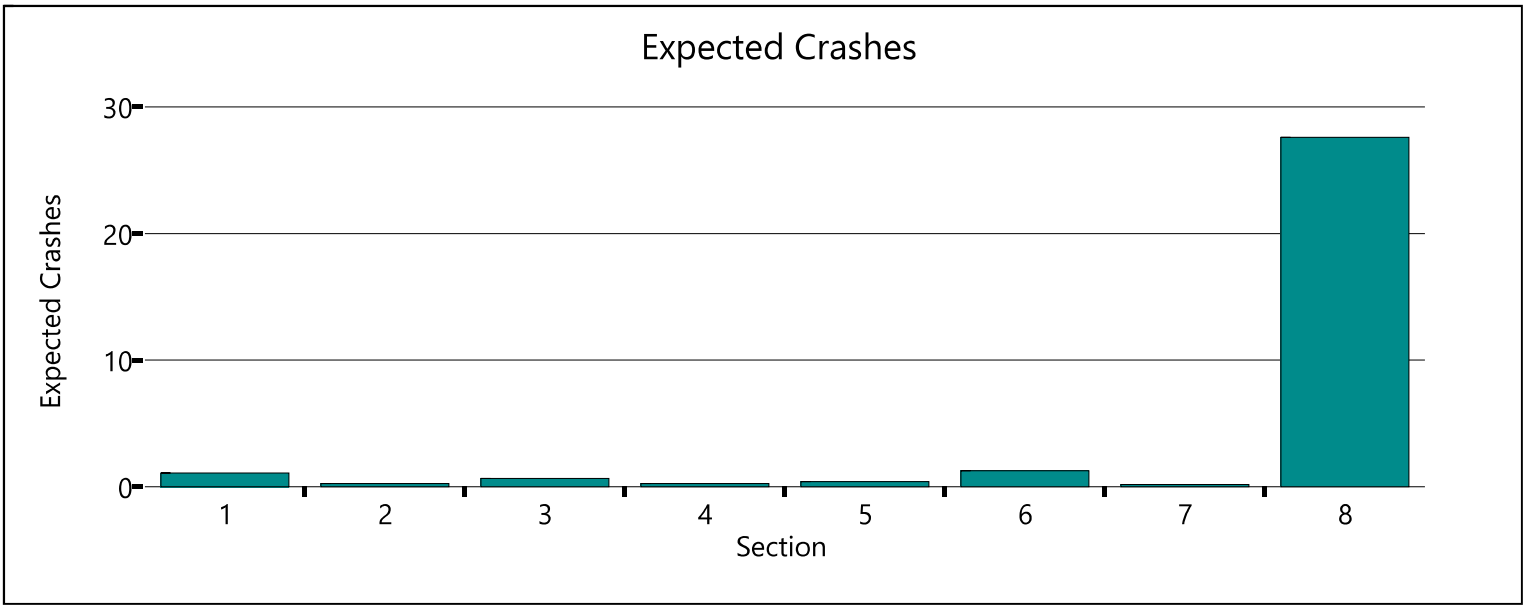
Project Information

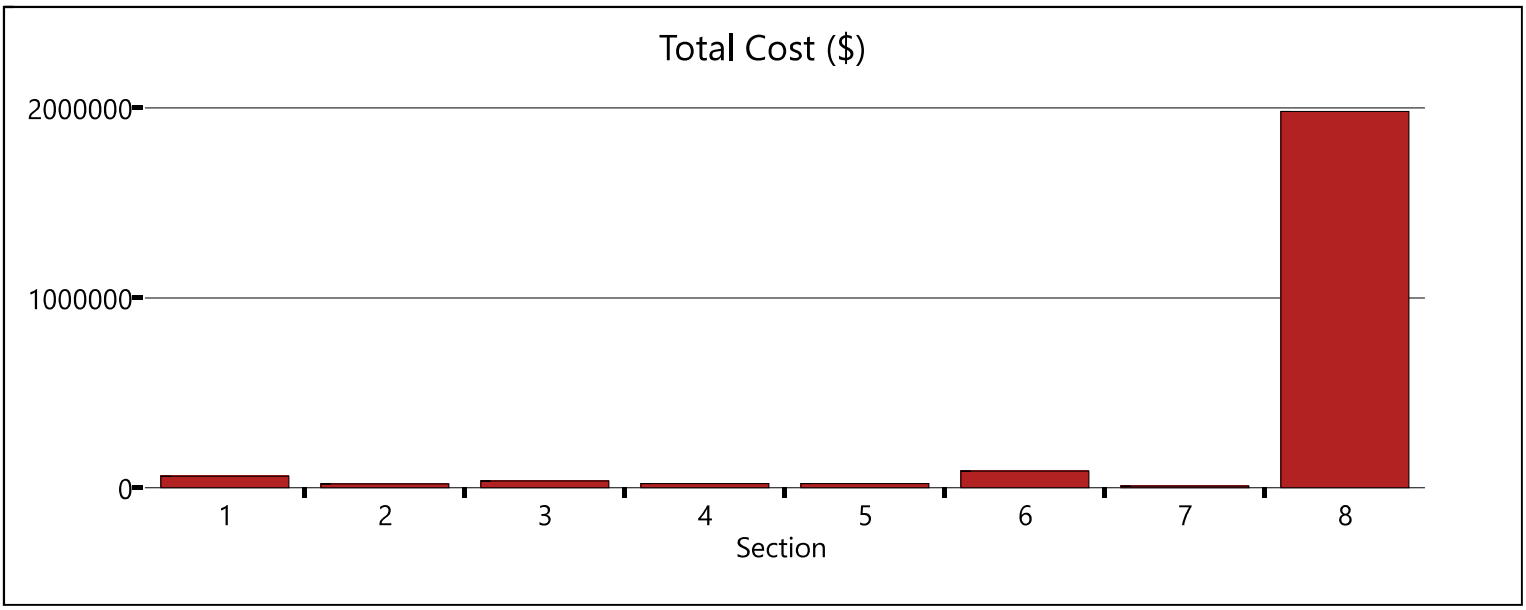
Analyst	MG	Date	8/12/2020
Jurisdiction	Santa Fe	Analysis Year	2024
Project Description	Zia_No Build		

Section Crash Summary

ID	Section Type	Model Type	Length, mi	CMF Combined	Predicted Crashes	Expected Crashes	Expected Societal Crash Costs
1	Segment	Four-Lane Undivided Segment (4U)	0.200	1.033	1.041	1.085	$61379
2	Intersection	Three Approach Stop (3ST)	-	0.609	0.298	0.255	$20827
3	Segment	Four-Lane Undivided Segment (4U)	0.250	1.022	0.794	0.663	$36074
4	Intersection	Three Approach Stop (3ST)	-	0.609	0.314	0.266	$21747
5	Segment	Four-Lane Undivided Segment (4U)	0.100	0.999	0.331	0.410	$22221
6	Intersection	Three Approach Stop (3ST)	-	0.352	0.397	1.277	$88823
7	Segment	Four-Lane Undivided Segment (4U)	0.080	0.968	0.196	0.175	$9642
8	Intersection	Four Approach Signal (4SG)	-	0.399	4.908	27.587	$1981626







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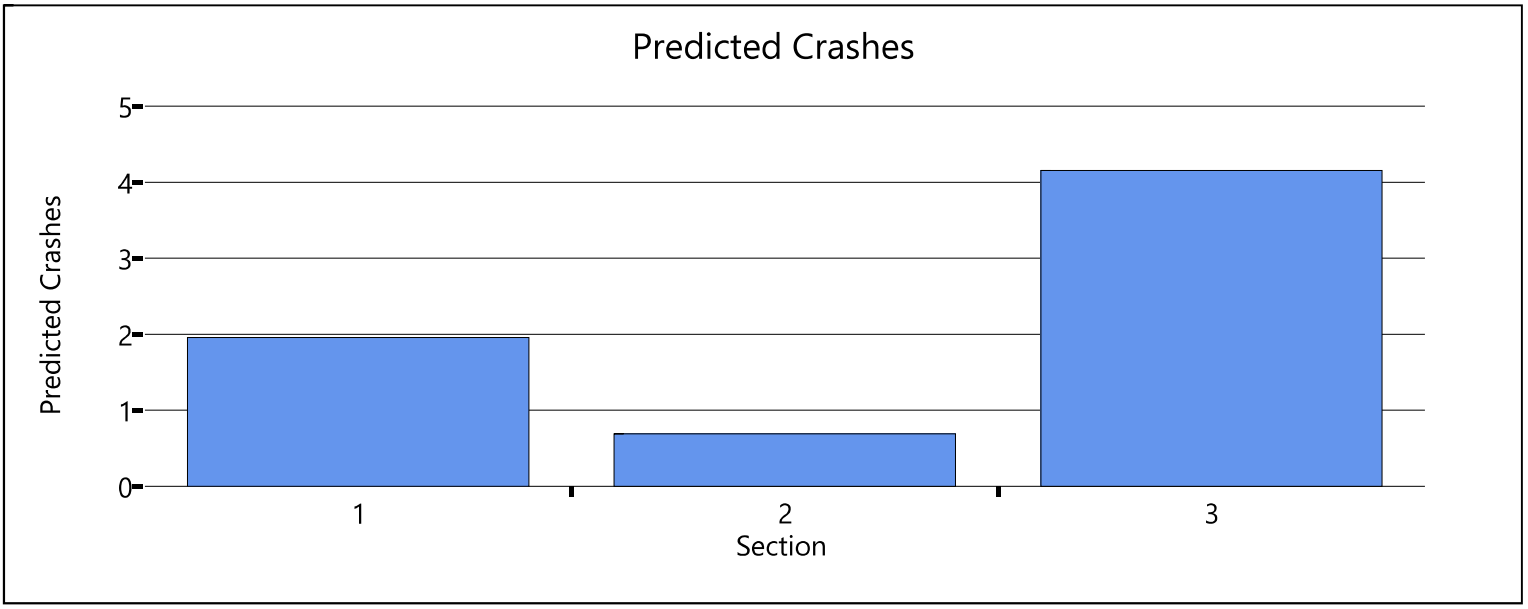
Highway Safety Software Facility Report

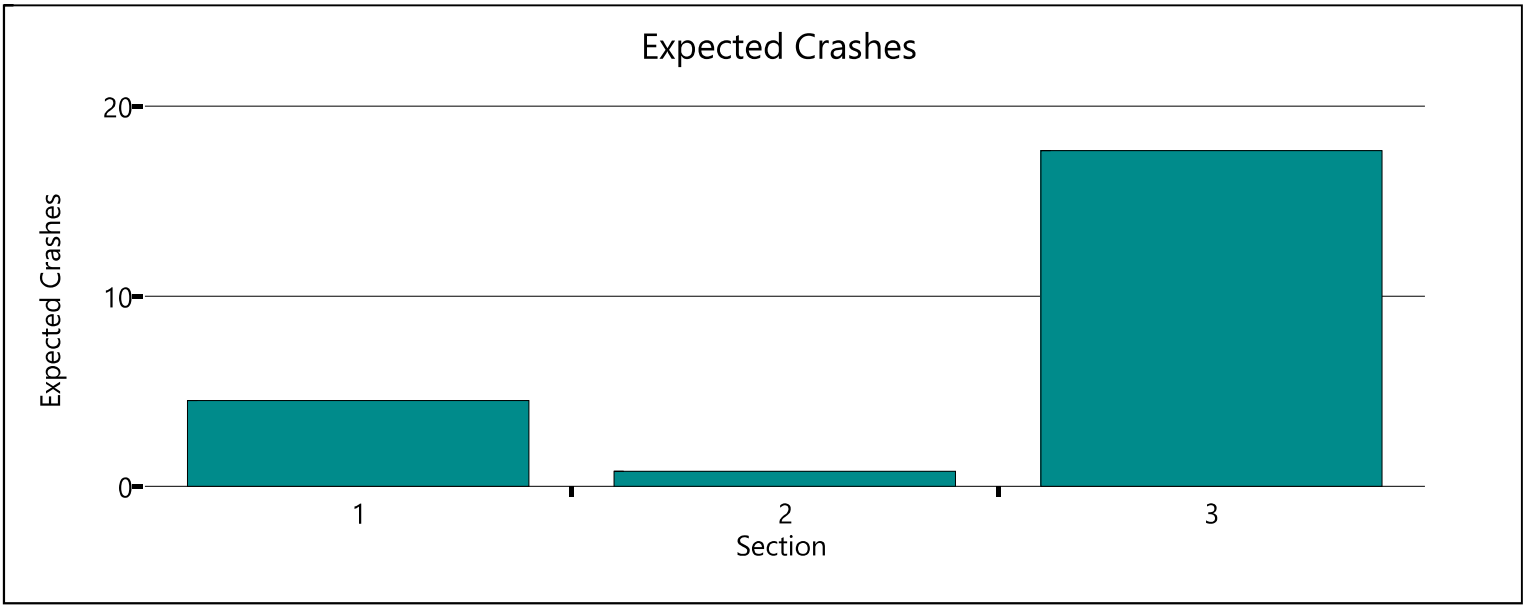
Project Information

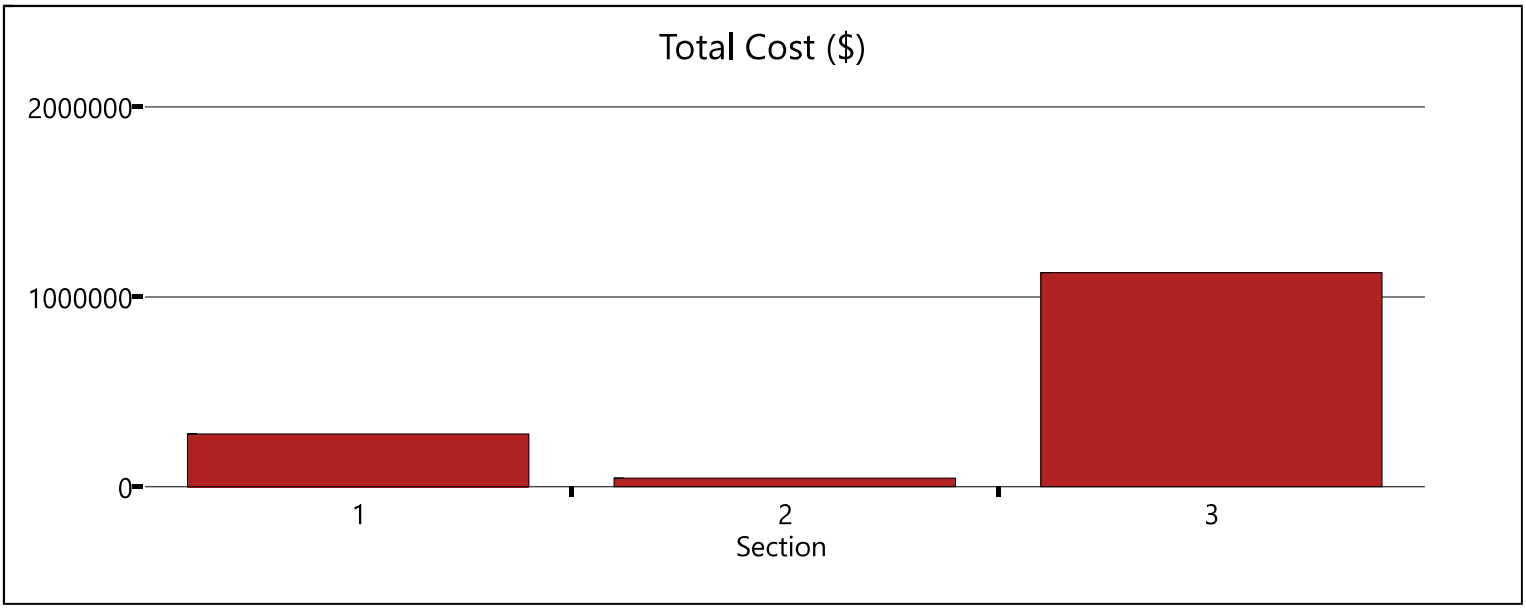
Analyst	MG	Date	8/12/2020
Jurisdiction	Santa Fe	Analysis Year	2024
Project Description	Sawmill_No Build		

Section Crash Summary

ID	Section Type	Model Type	Length, mi	CMF Combined	Predicted Crashes	Expected Crashes	Expected Societal Crash Costs
1	Intersection	Four Approach Signal (4SG)	-	0.508	1.957	4.504	$277589
2	Segment	Four-Lane Undivided Segment (4U)	0.310	1.000	0.690	0.783	$45878
3	Intersection	Four Approach Signal (4SG)	-	0.491	4.154	17.661	$1127207







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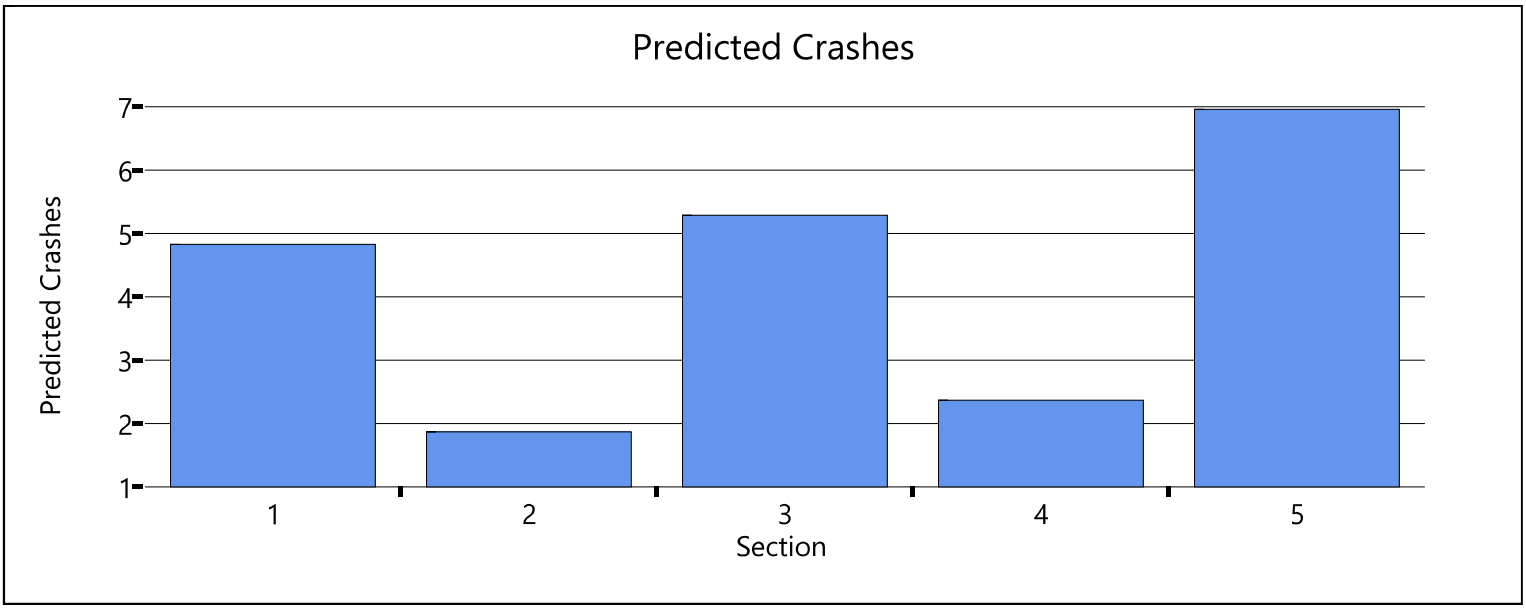
Highway Safety Software Facility Report

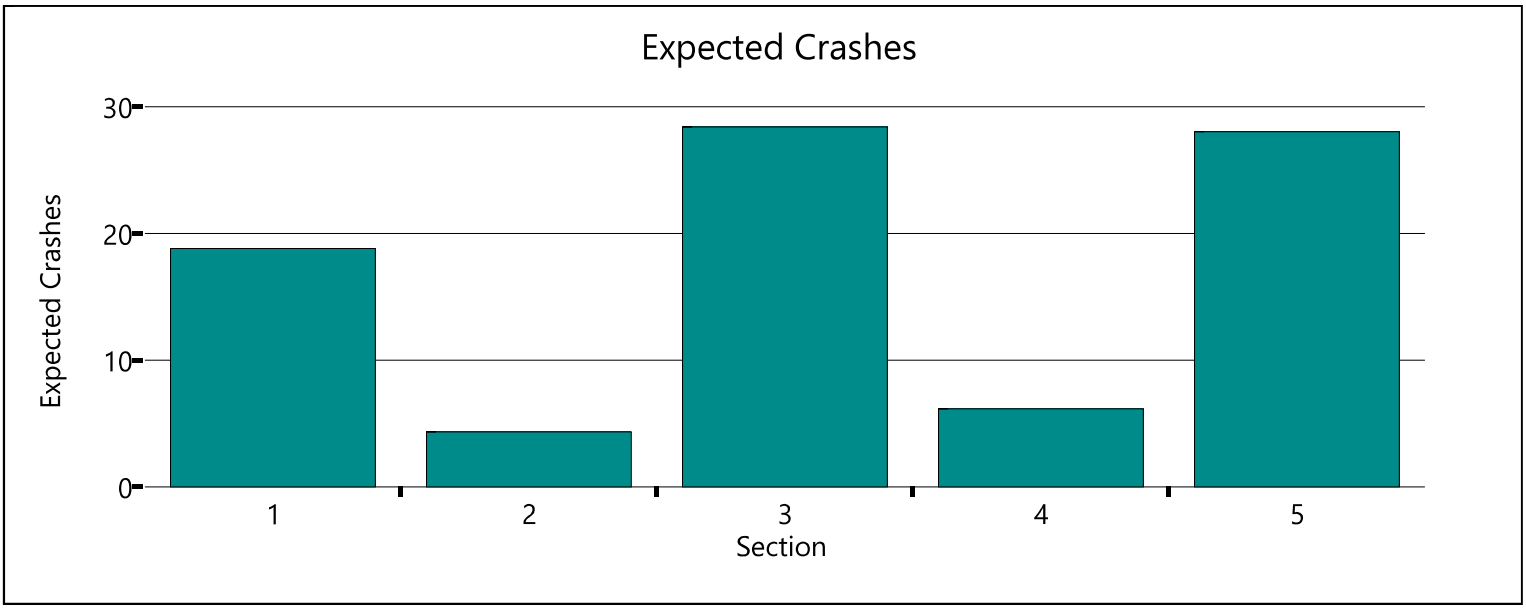
Project Information

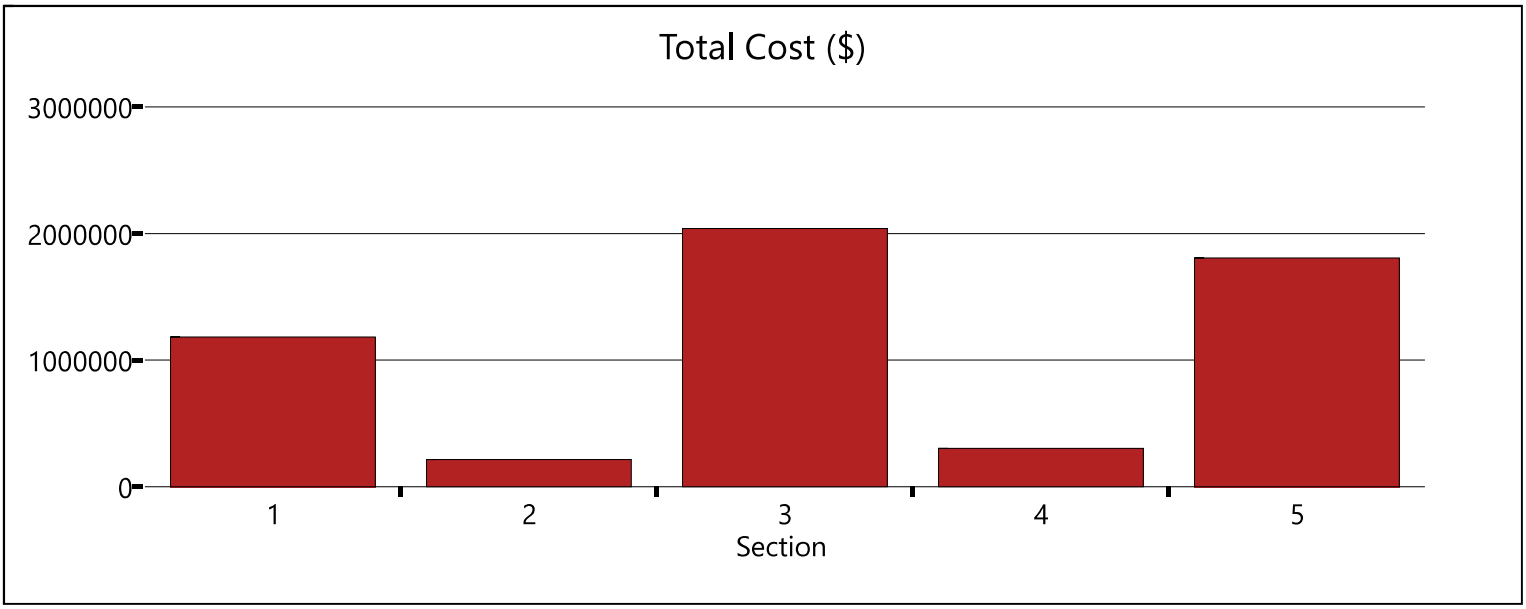
Analyst	MG	Date	8/11/2020
Jurisdiction	Santa Fe	Analysis Year	2024
Project Description	St. Francis Drive_No Build		

Section Crash Summary

ID	Section Type	Model Type	Length, mi	CMF Combined	Predicted Crashes	Expected Crashes	Expected Societal Crash Costs
1	Intersection	Four Approach Signal (4SG)	-	0.565	4.831	18.808	$1182673
2	Segment	Four-Lane Divided Segment (4D)	0.330	0.878	1.866	4.349	$214494
3	Intersection	Four Approach Signal (4SG)	-	0.399	5.288	28.422	$2038971
4	Segment	Four-Lane Divided Segment (4D)	0.340	0.877	2.366	6.157	$302875
5	Intersection	Four Approach Signal (4SG)	-	0.491	6.960	28.034	$1805881







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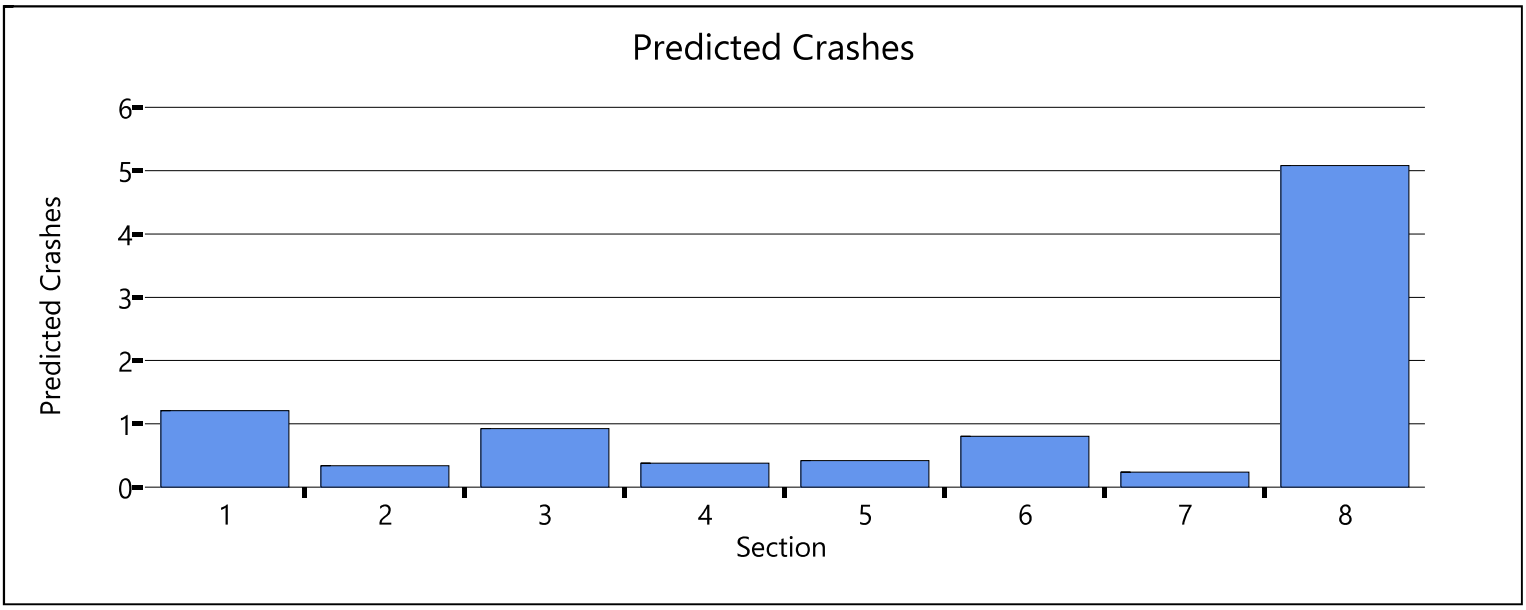
Highway Safety Software Facility Report

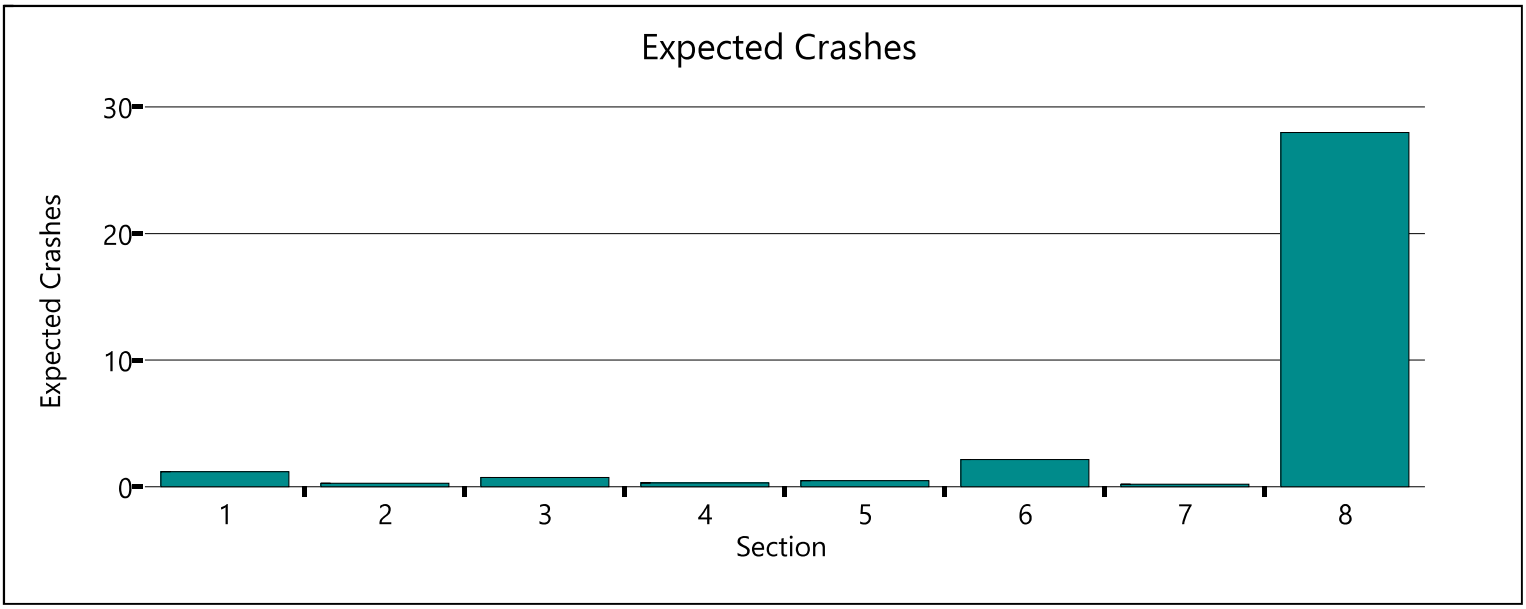
Project Information

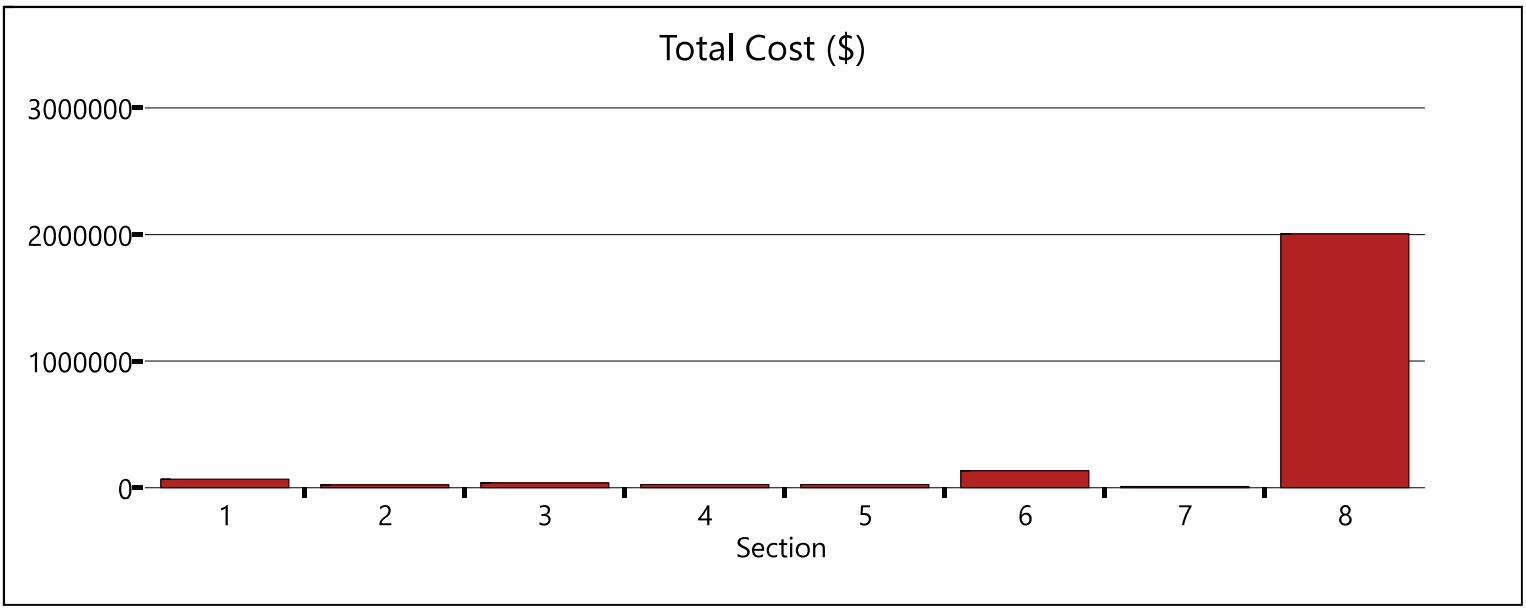
Analyst	MG	Date	8/12/2020
Jurisdiction	Santa Fe	Analysis Year	2024
Project Description	Zia_Build		

Section Crash Summary

ID	Section Type	Model Type	Length, mi	CMF Combined	Predicted Crashes	Expected Crashes	Expected Societal Crash Costs
1	Segment	Four-Lane Undivided Segment (4U)	0.200	1.033	1.210	1.207	$67899
2	Intersection	Three Approach Stop (3ST)	-	0.609	0.338	0.283	$23164
3	Segment	Four-Lane Undivided Segment (4U)	0.250	1.022	0.925	0.730	$39355
4	Intersection	Three Approach Stop (3ST)	-	0.609	0.381	0.311	$25500
5	Segment	Four-Lane Undivided Segment (4U)	0.100	0.999	0.419	0.497	$26557
6	Intersection	Three Approach Stop (3ST)	-	0.352	0.803	2.162	$134368
7	Segment	Four-Lane Undivided Segment (4U)	0.080	0.968	0.240	0.208	$11321
8	Intersection	Four Approach Signal (4SG)	-	0.399	5.077	27.986	$2004606







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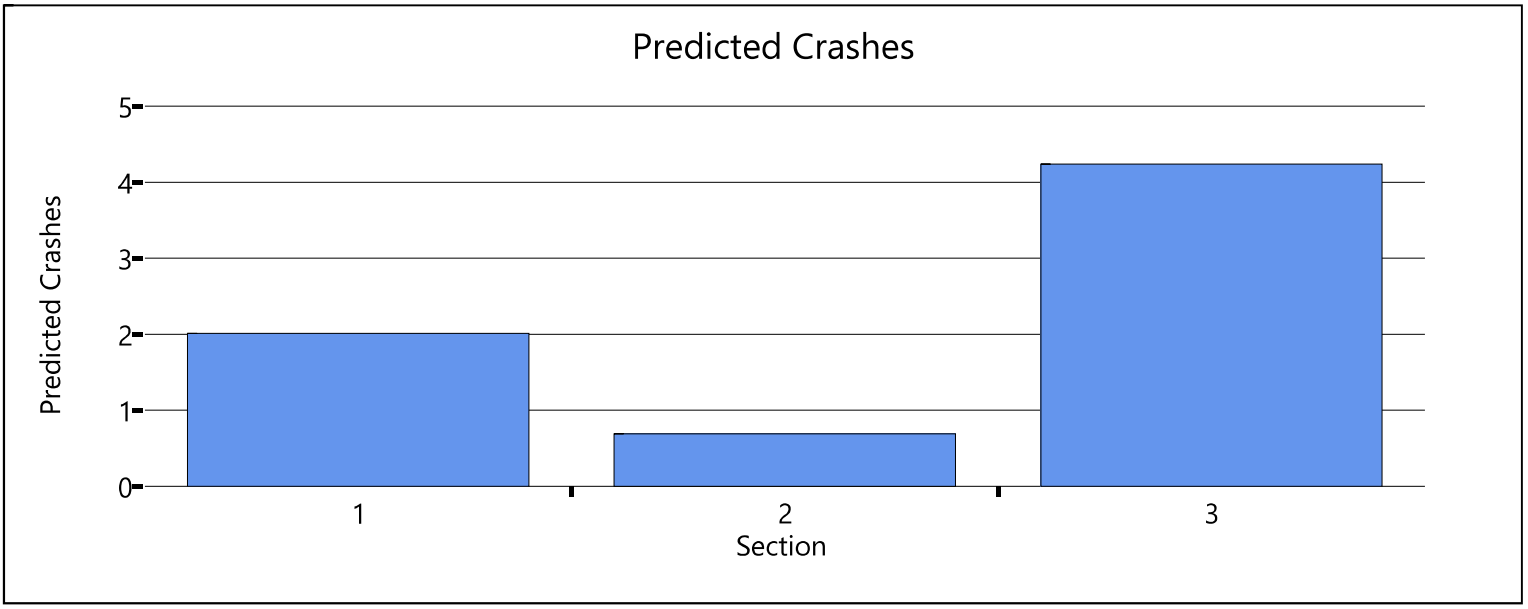
Highway Safety Software Facility Report

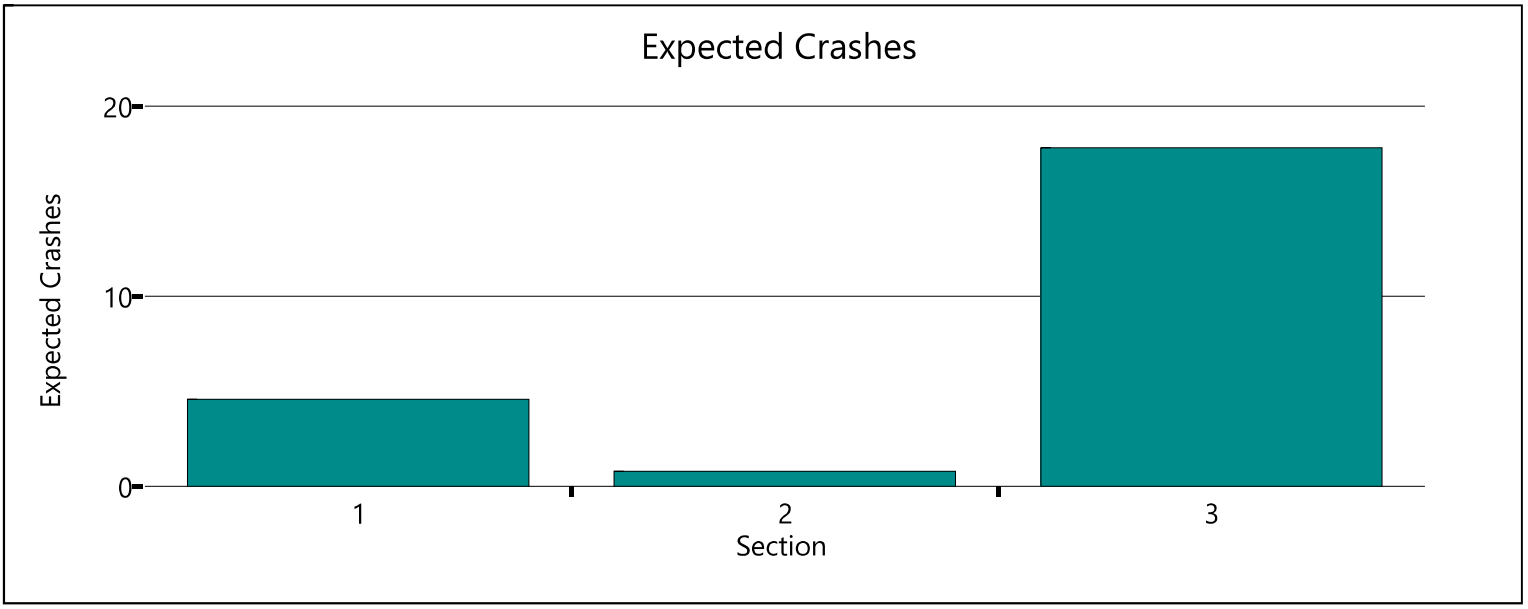
Project Information

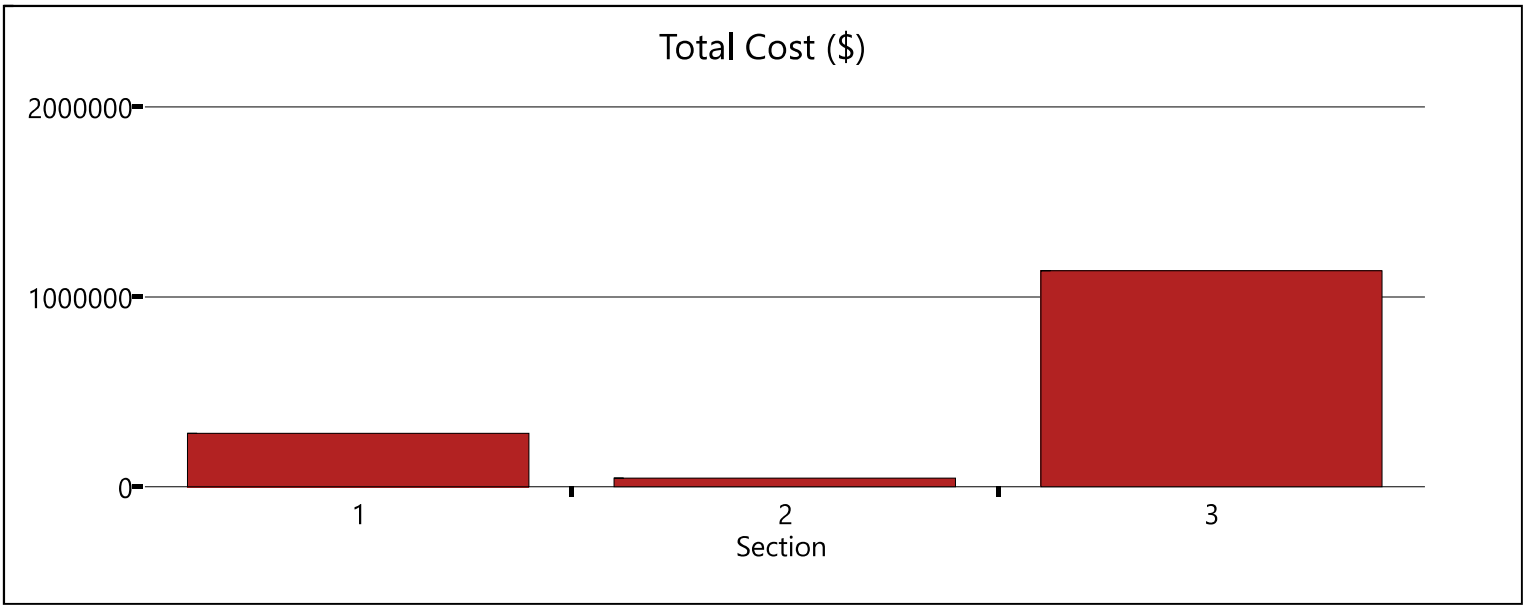
Analyst	MG	Date	8/12/2020
Jurisdiction	Santa Fe	Analysis Year	2024
Project Description	Sawmill_Build		

Section Crash Summary

ID	Section Type	Model Type	Length, mi	CMF Combined	Predicted Crashes	Expected Crashes	Expected Societal Crash Costs
1	Intersection	Four Approach Signal (4SG)	-	0.508	2.013	4.584	$282391
2	Segment	Four-Lane Undivided Segment (4U)	0.310	1.000	0.690	0.783	$45878
3	Intersection	Four Approach Signal (4SG)	-	0.491	4.240	17.810	$1137109







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FIR No. 10672.1

FISCAL IMPACT REPORT

General Information:

(Check) **Bill:** _____ **Resolution:** x

Short Title(s): Zia Road Deceleration lane expansion into Candelero Park
Sponsor(s): Councilor Jamie Cassutt

Reviewing Department(s): City Attorney's Office

Staff Completing FIR: Rebecca Mnuk-Herrmann **Date:** 4/4/25 **Phone:** 505-955-6303

Reviewed by City Attorney: _____ **Date:** Apr 4, 2025

Reviewed by Finance Director: Emily K. Oster **Date:** Apr 4, 2025

Summary:
The proposed resolution would authorize a lot line adjustment to accommodate a necessary deceleration lane on Zia Road, using approximately one percent (1%) of Candelero Park. In addition, the resolution directs the City Manager to identify a designee to act as the Governing Body's agent to submit the City's application for the necessary lot line adjustment.

Departments Affected:
Land Use and Planning Department, Public Works Department, and Office of City Manager

Consequences of Not Enacting Legislation:
If this legislation is not adopted, construction that is already underway on Zia Road will not be completed. The City required the public road improvements as part of Phase 1 of the Zia Station development, and these public improvements must be completed before the developer can begin building structures. The City Traffic Engineer has determined that the deceleration lane is necessary for the safety of the intersection, particularly in consideration of planned development. The deceleration lane will not be adequate unless it is extended partly into Candelero Park.

Conflict, Duplication, Companionship, or Relationship to Other Legislation:
None at this time.

Performance and Administrative Implications:
If the resolution is adopted, Zia Road to be expanded into Candelero Park, and the City Manager will identify an appropriate staff person to act as the Governing Body's agent to submit the City's application to the Land Use Department for the necessary lot line adjustment and any other necessary administrative actions to facilitate construction of the deceleration land.

Fiscal Implications:
None.

Fiscal Impact

_____x_____ Check here if no fiscal impact

Expenditures

Expenditure Type	FYE 2025	FYE 2026	FYE 2027	Require BAR (Y/N)	Recurring (R) or Non-recurring (NR)	Fund	3-Year Total Cost
Personnel and Benefits*	$	$	$				
Capital Outlay	$	$	$				
Contractual/ Professional Services	$	$	$				
Operating	$	$	$				$
Total:	$	$	$				$

Expenditure Narrative:

Revenue

Revenue Type	FYE 2025	FYE 2026	FYE 2027	Recurring (R) or Non-recurring (NR)	Fund
General Fund	$	$	$		
Special Revenue	$	$	$		
CIP	$	$	$		
Enterprise	$	$	$		
Internal Service	$	$	$		
Trust and Agency	$	$	$		
Federal	$	$	$		
Other	$	$	$		
Total	$	$	$		

Revenue Narrative:

Signature:

Email: ramnukherrmann@santafenm.gov

CITY OF SANTA FE, NEW MEXICO
CO-SPONSOR(S) TO RESOLUTION NO. 2025-__
Zia Station Lot Line Adjustment for Deceleration Lane

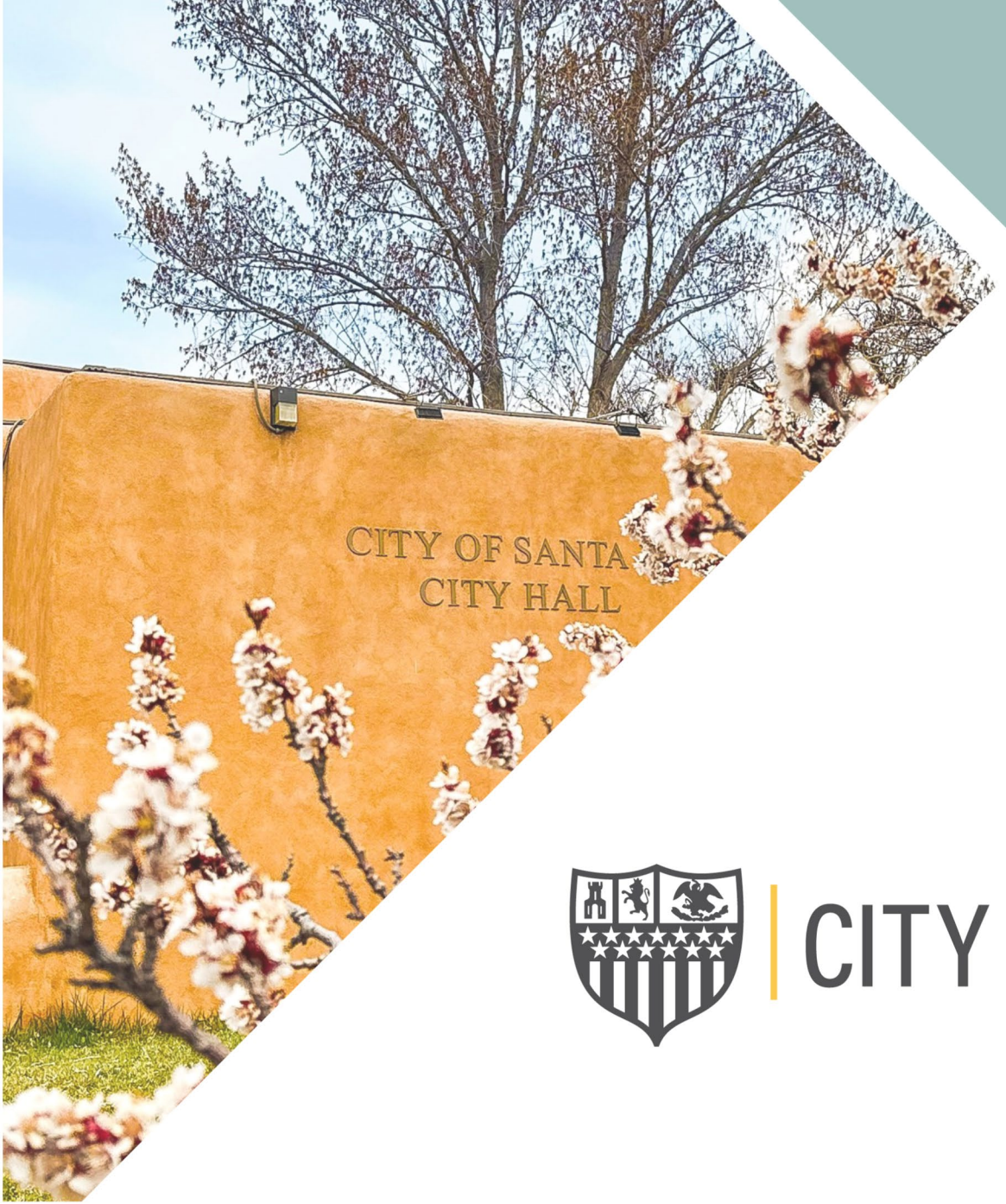
The following members of the Governing Body joined sponsorship of this legislation:

Pilar Faulkner (Apr 12, 2025 12:05 MDT)

Pilar Faulkner, Councilor

April 9, 2025
Date

10672.1

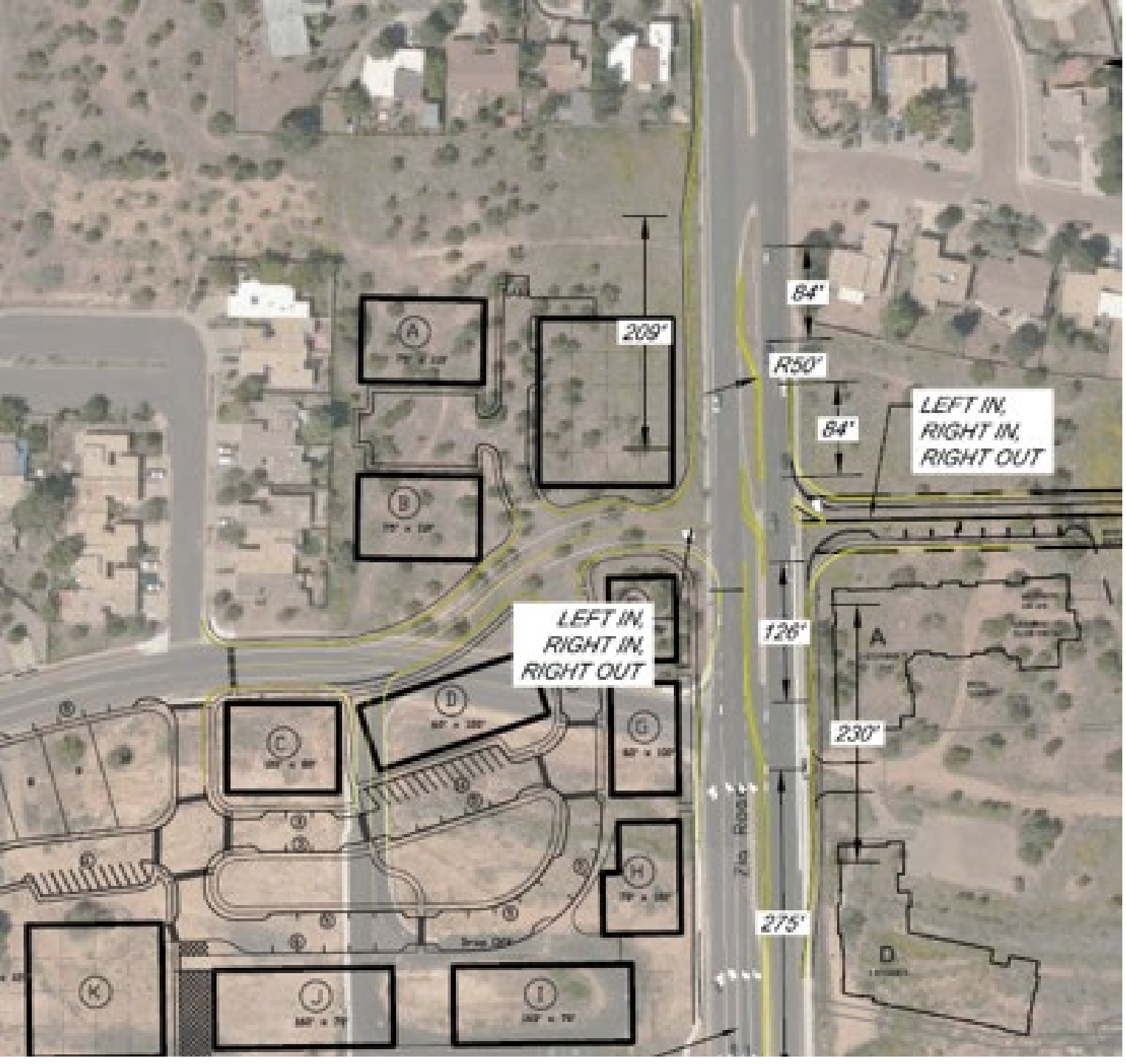




CITY OF SANTA FE

ZIA STATION RESOLUTION

Consideration of a Resolution: Authorizing and Directing the Widening of Zia Road to Accommodate a Necessary Deceleration Lane, Using Adjacent, Unimproved Land Comprising Approximately One Percent (1%) of Candelero Park, on its Far Northern Boundary; and Directing the City Manager to Designate an Agent to Apply for a Lot Line Adjustment and Any Other Administrative Steps Required as the Governing Body's Agent.



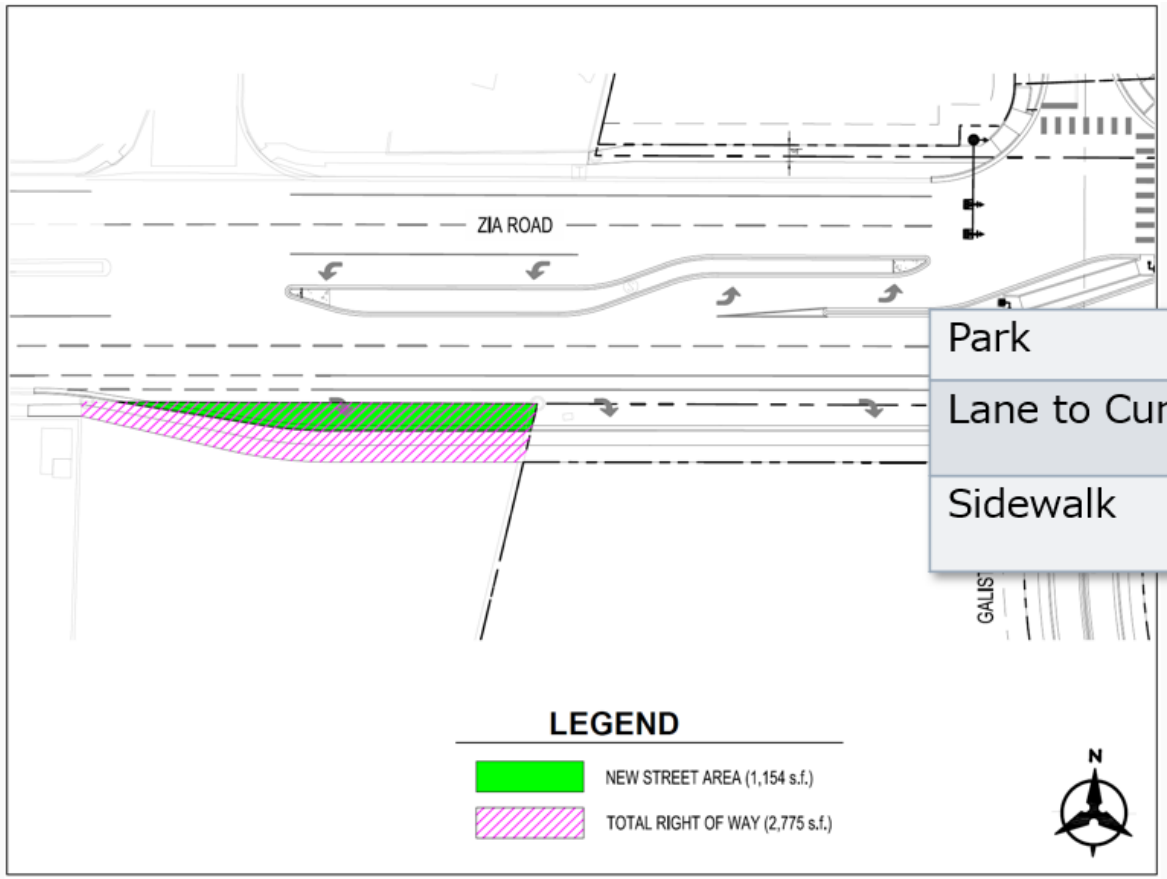
Approved Zia Station Development

- **244 multi-family units on 10.16 acres**
- **Road improvements**

Public Roadway Improvements in the Traffic Study Supporting Development Approval



Deceleration Lane Square Footage



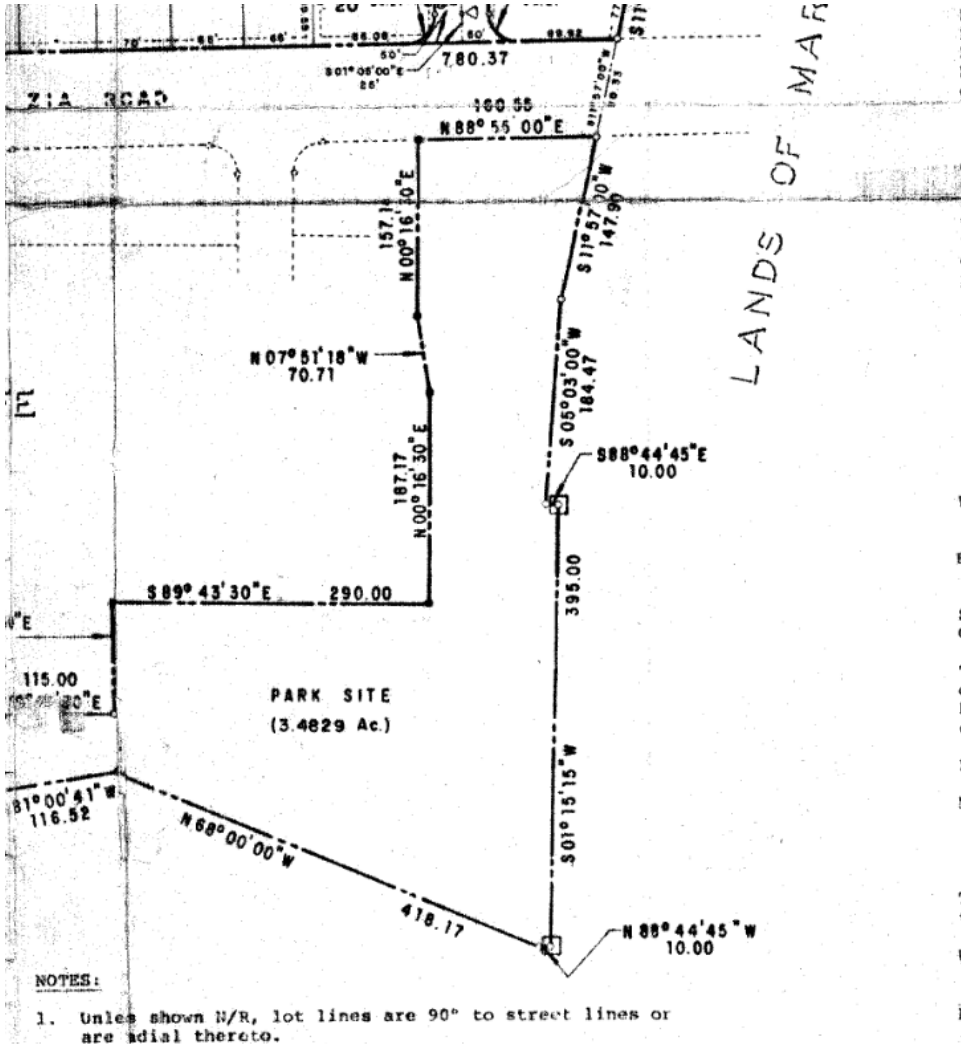
Park	6.6 acres	99.03% undisturbed
Lane to Curb	1,154 sq ft	
Sidewalk	2,775 sq ft	0.97% total

Candelero Park

6.6 Acres - Picnic Tables - Play Equipment - BBQ Grills - Basketball Courts - Multi-Purpose Field



Dedication Plat



NOTES:

1. Unless shown N/R, lot lines are 90° to street lines or are radial thereto.

N 0°16'30" E, 99.47 feet; thence S 89°43'30" E, 290.00 feet; thence N 0°16'30" E, 187.17 feet; thence N 07°51'18" W, 70.71 feet; thence N 0°16'30" E, 157.14 feet; thence N 88°55'00" E, 160.55 feet to the N.E corner and point of beginning of the tract herein set forth and containing 3.4829 acres, more or less.

Now being identified as Candelero de Santa Fe, Unit II. And now he shows, surveyed and subdivided, the public thoroughfares and park and th dedication of utility easements to build, construct, operate and maintai underground electric power, transmission and communication lines, under and through the lands herein shown, and to install all necessary conduit wires and other equipment or fixtures necessary to maintain the said powe and communication lines, through and on the surface of said lands or nar the points hereinafter designated, as the course of said underg powe and communication lines under and through said lands, together wit free ingress and egress in, from, and over said easements with rights privileges of going upon and across said lands for the purposes of maint said lines; and the streets and park shown hereon are hereby dedicated

to the public for its use as such forever, that drainage easements and rights of way shown hereon are hereby granted to insure the unimpeded flow of storm waters through this subdivision, all of the Plat of Candelero de Santa Fe, Unit II, Santa Fe, New Mexico, is with free consent and in accordance with the desires of the undersigned owners, and proprietors thereof. Notary Public: _____

My Commission Expires: _____

WESTERN DEVELOPMENT COMPANY

By: B K. Johnson

B K. Johnson, Vice President for Gerhard Muller, President
for Florence Muller, Secretary

STATE OF NEW MEXICO)
COUNTY OF BERNALILLO) ss.

The foregoing instrument was acknowledged before me this 8th day of May, 1978, by Gerhard Muller, President of Western Development Company, a New Mexico corporation, on behalf of said corporation.

Notary Public: Patricia A. Wheeler

My Commission Expires: 4-19-80

AFFIDAVIT

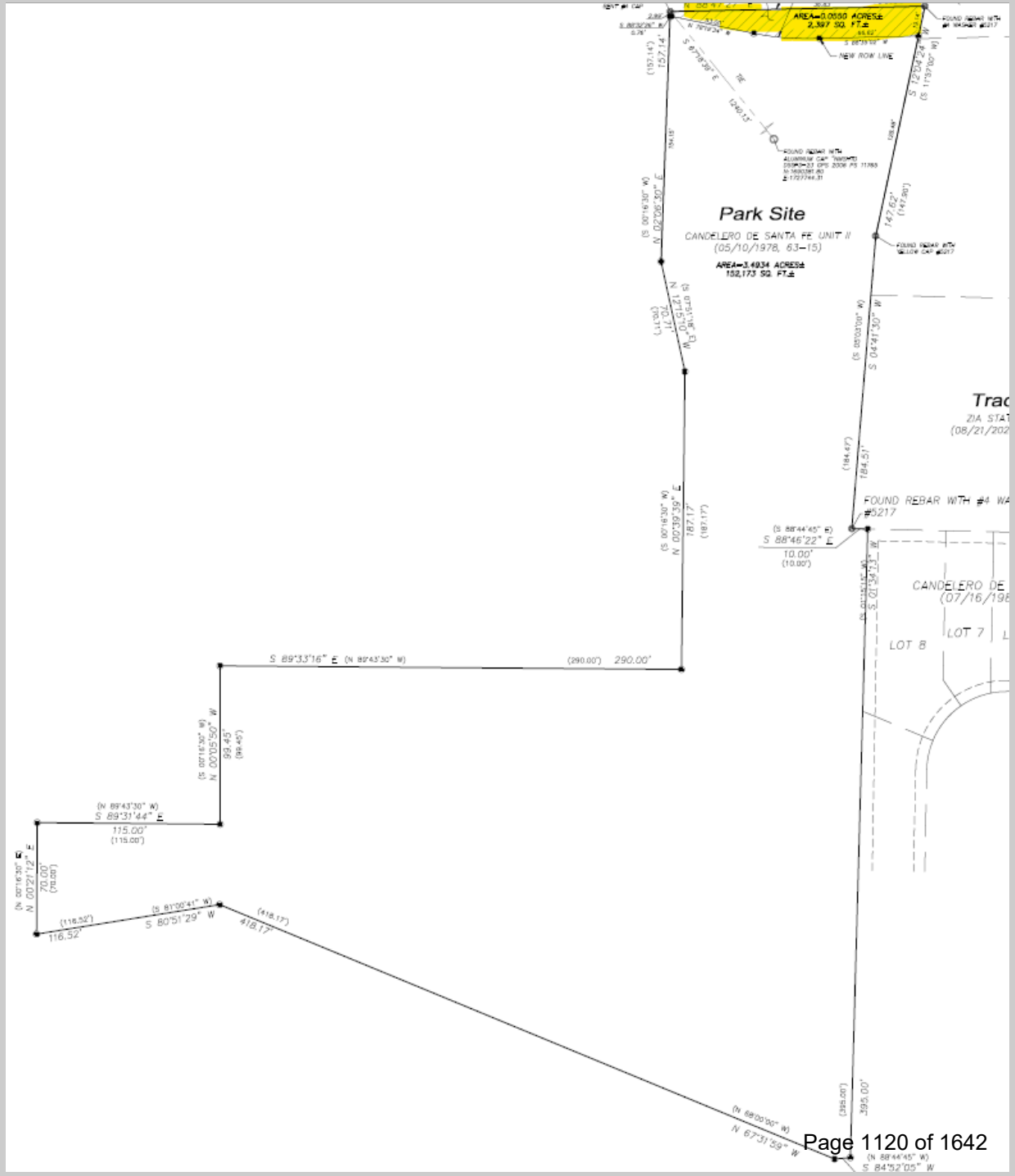
This subdivision lies within the planning or platting jurisdiction of the City of Santa Fe, New Mexico.

WESTERN DEVELOPMENT COMPANY

By: B K. Johnson

B K. Johnson, Vice President

Impacted area



Process/ Recommended next steps

1. Expansion of roadway, according to safety standards recommended by the City's traffic engineer, requires the City to expand Zia Road into that far northern edge of Candelero Park
2. Candelero Park boundary should be adjusted on the plat
3. The City, as property owner, is the applicant for a lot line adjustment in order to adjust the park boundary
4. The Code gives the land use director authority to review and approve lot line adjustments (defined in the Code as a resubdivision) (see Santa Fe City Code Sections 14-12.1 "Definitions", "Resubdivision", and Section 14-3.7(D), "Summary Procedure", and (E) "Resubdivisions"
5. The City, as property owner, must designate someone (an "agent") to submit an application for a lot line adjustment on the City's behalf.
6. Upon receiving the application, the land use director reviews and determines whether to approve the application. Alternatively, the "land use director may refer an application for a summary subdivision to the planning commission for review and decision, either in response to public input received or on the land use director's own initiative." See City Code Section 14-3.7(D), "Summary Procedure"

What if the City takes no action?

Possible outcomes:

1. Potential litigation against City; and/or
2. Deceleration lane built contrary to City's traffic engineer recommended standards; and/or
3. Extended disruption to traffic due to construction delays.

CITY OF SANTA FE, NEW MEXICO
PROPOSED AMENDMENT(S) TO RESOLUTION NO. 2025-__
Zia Station Lot Line Adjustment for Deacceleration Lane

Mayor and Members of the City Council:

In relation to Resolution No. 2025-__:

AUTHORIZING AND DIRECTING THE WIDENING OF ZIA ROAD TO ACCOMMODATE A NECESSARY DECELERATION LANE, USING ADJACENT, UNIMPROVED LAND COMPRISING APPROXIMATELY ONE PERCENT (1%) OF CANDELERO PARK, ON ITS FAR NORTHERN BOUNDARY; AND DIRECTING THE CITY MANAGER TO DESIGNATE AN AGENT TO APPLY FOR A LOT LINE ADJUSTMENT AND ANY OTHER ADMINISTRATIVE STEPS REQUIRED AS THE GOVERNING BODY'S AGENT.

I intend to propose the following amendment(s)

1. On page 2, line 13, ***replace*** "45" with "2".
2. On page 2, line 16, ***replace*** "45" with "2".
3. ***Replace*** the existing Exhibit B with the attached, revised, Land Use Department Planning Commission Staff Report, as Exhibit B.
4. ***Replace*** the existing Exhibit C with the attached, Zia Station Traffic Impact Analysis dated January 2021, as Exhibit C.

This amendment WILL change the caption. _____

This amendment WILL NOT change the caption. ___X__

Respectfully submitted,

Jamie Cassutt (Apr 30, 2025 18:13 MDT)

Jamie Cassutt, Councilor

Approved as to Form:

Erin McSherry (Apr 30, 2025 18:12 MDT)

Erin K. McSherry, City Attorney

10672.1(A)

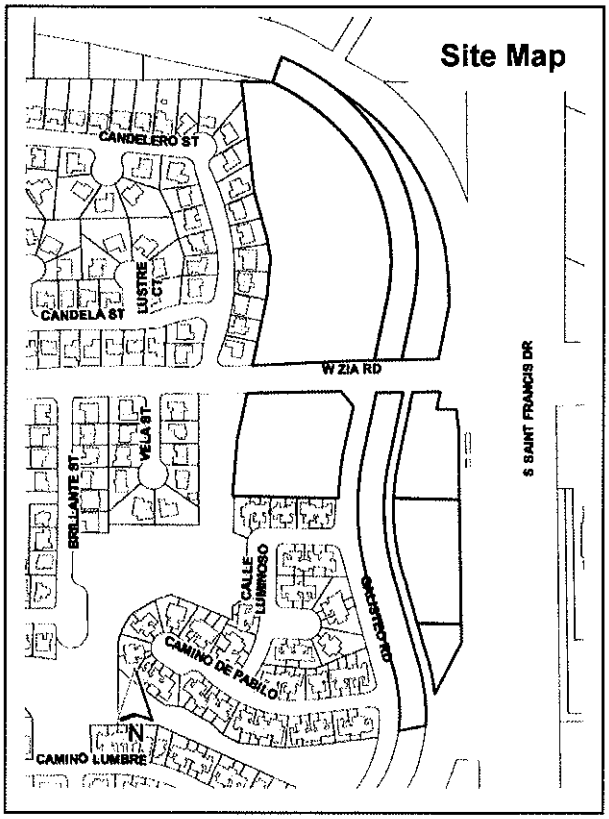
ADOPTED: _____
NOT ADOPTED: _____
DATE: _____

_____
ANDRÉA SALAZAR, City Clerk

Exhibit B
(Amendment A)

Land Use Department
Planning Commission Staff Report

Case No:	2020-2898, 2020-2914, 2020-2899, 2020-2900, and 2020-2901
Hearing Date:	February 4, 2021
Applicant:	Zia Station, LLC
Request:	Zoning Ordinance Amendment, Preliminary Subdivision, Development Plan
Location:	Zia Road and St. Francis Drive
Case Mgr.:	Lee Logston
Zoning:	R-1 (Residential- one dwelling unit per acre)
Overlay:	South Central Highway Corridor Protection District
Pre-app Mtg:	February 6, 2020
ENN Mtg:	October 29, 2020
Proposal:	General Plan Amendments (2), Rezonings (2), and Preliminary Development Plan approval for a mixed-use project with 384 dwelling units, office, and commercial on approximately 21.0 acres



Case #2020-2898. North Zia Station General Plan Amendment. JenkinsGavin, Inc., Agent, for Zia Station, LLC, Owner, requests approval of a General Plan Amendment to amend the existing General Plan Future Land Use classification from Low Density Residential (3 to 7 dwelling units per acre) to High Density Residential (12 to 29 dwelling units per acre) for approximately 12.1 acres at the northwest corner of St. Francis Drive and Zia Road. The properties are zoned R-1 (Residential- one dwelling unit per acre) and are within the South Central Highway Corridor Protection District. (Lee Logston, Case Manager, lrlogston@santafenm.gov, 955-6136).

Case #2020-2914. South Zia Station General Plan Amendment. JenkinsGavin, Inc., Agent, for Zia Station, LLC, Owner, requests approval of a General Plan Amendment to amend the existing General Plan Future Land Use classification for approximately 2.2 acres from Low Density Residential (3 to 7 dwelling units per acre) to Transitional Mixed Use at the southwest corner of Zia Road and Galisteo Road. The properties are zoned R-1 (Residential- one dwelling unit per acre) and are within the South Central Highway Corridor Protection District. (Lee Logston, Case Manager, lrlogston@santafenm.gov, 955-6136).

Case #2020-2899. Zia Station Rezoning. JenkinsGavin, Inc., Agent, for Zia Station, LLC, Owner, requests a rezoning from R-1 (Residential- one dwelling unit per acre) to C-2 PUD (General Commercial-Planned Unit Development) for properties located at the northwest and southwest corners of St. Francis Drive and Zia Road. The properties are zoned R-1 (Residential- one dwelling unit per acre), are within the South Central Highway Corridor Protection District, and comprise a total of approximately 21.0 acres. (Lee Logston, Case Manager, lrlogston@santafenm.gov, 955-6136).

Case #2020-2900. Zia Station Rezoning. JenkinsGavin, Inc., Agent, for Zia Station, LLC, Owner, requests a rezoning to amend the boundaries on the Official Zoning Map of the South Central Highway Corridor Protection District to exclude two properties at the northwest and southwest corners of St. Francis Drive and Zia Road from the Overlay District. The properties are zoned R-1 (Residential- one dwelling unit per acre), are within the South Central Highway Corridor Protection District, and comprise a total of approximately 21.0 acres. (Lee Logston, Case Manager, lrlogston@santafenm.gov, 955-6136).

Case #2020-2901. Zia Station Preliminary Development Plan. JenkinsGavin, Inc., Agent, for Zia Station, LLC, Owner, requests preliminary development plan approval for a mixed-use Planned Unit Development to be developed in two phases. The Planned Unit Development will be comprised of approximately 384 dwelling units, 84,000 square feet of office space, and 36,000 square feet of restaurant/retail space at the northwest and southwest corners of St. Francis Drive and Zia Road. The properties are zoned R-1 (Residential- one dwelling unit per acre), are within the South Central Highway Corridor Protection District, and comprise a total of approximately 21.0 acres. (Lee Logston, Case Manager, lrlogston@santafenm.gov, 955-6136).

I. RECOMMENDATION:

The Commission should **RECOMMEND APPROVAL BY THE GOVERNING BODY** of the General Plan Amendments (Case #2020-2898 and Case #2020-2914).

The Commission should **RECOMMEND APPROVAL BY THE GOVERNING BODY** of the rezoning to C-2 PUD (Case #2020-2899)

The Commission should **RECOMMEND APPROVAL BY THE GOVERNING BODY** of the rezoning request to amend the boundaries of the South Central Highway Corridor Protection District to exclude the two properties (Case #2020-2900).

Staff recommends **APPROVAL** of the preliminary development plan (Case #2020-2901), subject to conditions of approval and technical corrections outlined in this report, and Governing Body approval of all other Applicant requests. The feasibility of the proposed preliminary development plan relies upon approval of rezoning Case #2020-2900 (Zia Station Rezoning), and as such, height and massing of buildings would need to be revised and resubmitted if the request for Case #2020-2900 is denied.

A recommendation for **denial** of the General Plan amendments and either or both rezoning requests would render the proposed preliminary development plan infeasible, in which case a **recommendation for denial of the preliminary development plan would be appropriate**.

Nine motions will be required, in the following order, for this case:

- *Recommend the Governing Body approve or deny the General Plan Amendments for Case #2020-2898 and Case #2914;*
- *Recommend the Governing Body approve or deny the Rezoning for Case #2020-2899;*
- *Recommend the Governing Body approve or deny the Rezoning for Case #2020-2900;*
- *Approve or deny the Preliminary Development Plan for Case #2020-2901, subject to the conditions of approval and technical corrections recommended by staff;*
- *Approve or deny the Applicant's request for a proposed innovative street design of Galisteo as shown in Phase 1;*
- *Approve or deny the Findings of Fact and Conclusions of Law for Case #2020-2898 (Exhibit A(2))*
- *Approve or deny the Findings of Fact and Conclusions of Law for Case #2020-2914 (Exhibit A(3))*
- *Approve or deny the Findings of Fact and Conclusions of Law for Case #2020-2899 (Exhibit A(4))*
- *Approve or deny the Findings of Fact and Conclusions of Law for Case #2020-2900 (Exhibit A(5))*
- *Approve or deny the Findings of Fact and Conclusions of Law for Case #2020-2901 (Exhibit A(6))*

II. CONDITIONS OF APPROVAL

Staff recommends the following conditions of approval to **the preliminary development plan** for Case #2020-2901:

#	Condition of Approval	Dept. or Division	To be completed:
1	Prepare an updated Traffic Study Analysis prior to Phase II commencing.	Traffic Engineering Division	Prior to Starting Phase 2
2	All roadway improvements associated with the development must be constructed prior to opening Phase I of the development. This includes all improvements on Zia Road and Galisteo Road, including the realignment. Tie Galisteo Road improvements into the existing Zia Rail Runner Station driveway.	Traffic Engineering Division	Issuance of any Certificate of Occupancy for any Phases
3	Evaluate the placement of a mid-block pedestrian crossing west of St. Francis Drive. Using a raised island as a pedestrian refuge. The evaluation should be included in the updated TIA as indicated in Condition of Approval Number 1.	Traffic Engineering Division	Prior to Starting Phase 2
4	Provide the same length of transit drop-off/queueing area (350 feet) for Zia Rail Runner Station that exists currently.	Traffic Engineering Division	Prior to Starting Phase 2
5	Provide an approval letter from Rio Metro Regional Transit District stating that the Phase II plan of Zia Station does not inhibit or interfere with any existing or planned	Traffic Engineering Division	Prior to Starting Phase 2

	future transit operations.		
6	The Applicant shall file an application and obtain Governing Body approval to vacate a portion of the Galisteo Street right-of-way and to realign a portion of Galisteo Street.	Land Use/Current Planning	Prior to Final Development Plan submittal.
7	Provide an additional pedestrian crossing of Zia west of the crossing at Zia and St. Francis.	Land Use/MPO	Prior to Final Development Plan
8	Complete bank stabilization in the arroyo at the north end of the cul-de-sac.	Land Use/Terrain Management	Prior to Starting Phase 2
9	Shall comply with IFC 2015, Appendix D: Aerial Fire Apparatus Access Roads (26' for roads adjacent to buildings 30+ feet in height, clarify via typical sections/or dimensions on plans).	Fire Prevention	Prior to Recordation of the Final Development Plan
10	Dog Park: Amenities such as dog bag stations shall be configured with trash cans adjacent to the stations; locations shall be included in final design.	River & Watershed	Prior to Final Development Plan
11	Dog Park: Final grading plans shall include slowing and filtering storm water runoff through natural systems to limit dog waste introduction into the Arroyo Chamiso. Possible mitigation measures could be small swales and/or detention basins.	River & Watershed	Prior to Final Development Plan
12	Provide bank stabilization in the arroyo at the north end of the cul-de-sac. The developer shall make sure that residents of the new development will not access the arroyo here through monitoring.	River & Watershed	Prior to Final Development Plan
13	Swales: Increased armoring or vegetation to stabilize these features should be planned for and shall be depicted in the final design plan set.	River & Watershed	Prior to Final Development Plan
14	An approved Water Plan from the Water Division will be required. Water Plan comments will be submitted to the design engineer.	Public Utilities/Water	Prior to Final Development Plan
15	Add a signature line to the final development plan for the City of Santa Fe Wastewater Division.	Public Utilities/Wastewater	Prior to Final Development Plan
16	Development Plan approval is dependent on Governing Body approval of all other aspects of the applicant's request.	Land Use/Current Planning	Prior to Final Development Plan
17	Permitted Uses are limited to:	Land Use/Current Planning	Prior to Final

	• Residential – Townhomes, Lofts, and Multi-Family • Professional Offices • Medical Offices/Services • Neighborhood Serving Retail • Salon/Spa/Barber Shop • Art Studios/Galleries • Gym/Fitness/Dance/Yoga Studio • Florist • Restaurants (no fast food) – Casual Dining, Farm-to-Table, Gastro Pub, Deli/Specialty Foods, Bakery, Coffee Shop • Dry Cleaner • Bookstore • Bank (no drive-through) • Consignment Shop • Theater/Performance Space • Bicycle Shop • Government/Community Services Drive-through services of any type will be prohibited throughout the project		Development Plan Submittal
18	Complete a Lot Line Consolidation and Adjustment	Land Use/Current Planning	Prior to Final Development Plan Recordation

Following standard practice, redline comments will be provided to the surveyor who shall make any necessary changes to comply with technical corrections, and submit the corrected plat in Mylar. The "technical corrections" that must be made to the development plan and preliminary subdivision plat prior to recordation are listed in Exhibit A(1).

III. EXECUTIVE SUMMARY:

Zia Station is proposed to be a mixed-use, transit-focused, pedestrian-oriented community, which seeks to make the most of the site's multi-modal transit options, including the Rail Runner Station and Rail Trail. The project will be developed in multiple phases. Staff views this proposal as a transit focused, high density development near existing and future multi-modal transit opportunities and public trails. As such, throughout this report, Staff is choosing to use the term "transit-focused" as the project does not necessarily meet accepted definitions of "Transit Oriented Development" (TOD). Staff asserts that "transit-focused" more accurately describes the scale of development at this location, and Staff's evaluation of this proposal is based on SFCC standards and criteria. Staff recommendations are not influenced by the term used to describe the project.

Phase 1 (North Parcel) will include 244-unit multi-family apartment community on 10.16 acres (Phase 1A) and 14 townhomes on 0.75 acres (Phase 1B). Phase 2 (South Parcel) will include 112 multi-family units and 14 townhomes, 84,000 square feet of office, and 36,000 square feet of restaurant/retail. Phase 2 will be developed in sub-phases. As build out of Phase 2 will be highly market-driven, the mix of uses for individual sub-phases may adjust over time and would be defined in the Final Development Plan application for each sub-phase.

This Application is comprised of five requests, divided into six cases, specific to the parcels involved:

1. General Plan Amendment from Low Density Residential (3 to 7 dwelling units per acre) to High Density Residential (12 to 29 dwelling units per acre) for the north parcel;
2. General Plan Amendment from Low Density Residential (3 to 7 dwelling units per acre) to Transitional Mixed Use (portion of south parcel;
3. Rezoning request from R-1 (Residential- one dwelling unit per acre) to C-2 PUD (General Commercial Planned Unit Development) for both parcels;
4. Rezoning request to amend the boundaries of the South Central Highway Corridor Protection District (SCHC) to remove both parcels from the overlay; and
5. Preliminary Development Plan Approval for the project.

The General Plan Amendments and C-2 PUD rezoning are necessary to develop the property at the proposed density, the request to amend the SCHC boundary is necessary to build at the proposed height, and the preliminary development plan would define project scope, actual density, design elements, and permissible uses.

The following sections of this staff report are ordered to establish a chronology previous actions and City approvals for the site, and to detail prior City actions affecting the site or that are relevant to the request under consideration.

IV. PROPERTY BACKGROUND

In 2001, SF Brown Ltd. Co. (managing partner in Zia Station, LLC), entered an agreement to purchase the 8.34 acre Pumice Plant property at the southwest corner of St. Francis Drive and Zia Road. At this time, the City of Santa Fe commissioned a Multi-Modal Transit Facility study, which identified the Pumice Plant site as an ideal location for a transit-focused development. In 2004, the City approved a General Plan Amendment for the properties (Resolution 2004-4), assigning a land use designation of Transitional Mixed-Use to 9.64 acres south of Zia Road between Galisteo and St. Francis, including approximately 0.40 acres at the northeast corner of Tract L on the west side of Galisteo, with the balance of Tract L amended to Low Density Residential. The purchase of the Pumice Plant property closed in March 2005 and the plant was demolished in 2007. Zia Station, LLC constructed the "kiss and ride" improvements at the station and commuter rail service began in 2017.

V. SOUTH CENTRAL HIGHWAY CORRIDOR OVERLAY

The South Central Highway Corridor Protection District (SCHC) was created in 1986 (Ordinance 1986-25). Development in highway corridors provides key first impressions both to visitors to Santa Fe and contributes to the sense of place that residents feel. "Development in highway corridors is a reflection of

who we are as a community and how we value our land and its natural beauty" (from 1999 Highway Corridor Plan).

The purpose and intent of the SCHC is stated in Subsection 14-5.5(A)(1):

Because openness, quiet and continuity adjoining the highway corridors in the southcentral section of the city is considered a special asset that should be retained as the area develops, it is the intent of the SCHC district to:

(a) establish a clear sense of visual openness and continuity of development, as seen from major highway entrances to Santa Fe;
(b) protect the openness and continuity of the existing landscape by retaining and planting native and other drought-tolerant, low maintenance trees, shrubs and groundcovers;
(c) ensure that landscaping provides an appropriate and attractive visual buffer, compatible with neighborhood landscaping character; conserves water by use of storm water collection and drip irrigation systems; and screens transformers and loading areas or outdoor storage;
(d) encourage the use of architectural style and scale that is representative of Santa Fe; and
(e) preserve clean air and a sense of quiet and reduce the potential negative impacts of noise, air pollution, lights, movement of cars, activities on site or other nuisances on adjoining properties.

The SCHC establishes a maximum residential density of 21 units per acre, minimum building setbacks, use-specific floor area ratios for office uses, and a maximum building height of 25' in order to achieve these goals. Specifically, the Applicant seeks relief from the height and floor area ratios in order to build in such a way as to optimize the site and provide a wider range of commercial services to optimize the potential of transit-focused development. The Applicant specifically is proposing three story buildings, which would be prohibited by the SCHC maximum height of 25'.

Since the mid-1980s, local development patterns have shifted in Santa Fe, as have market conditions and preferences. Development intensity has moved further south along the St. Francis Drive corridor, bringing with it increases in commercial use and housing density. At the time of the SCHC adoption, the area was an underdeveloped highway corridor surrounded by low-density residential neighborhoods. Since then, the corridor has seen significant multi-family development at densities up to R-21 on the east side of St. Francis, development of the Plaza Entrada shopping center to the east, and development of Rodeo Business Park to the south. Some of the development on the east side of St. Francis has occurred above the grade of St. Francis, and while those developments adhered to the 25' height restriction, visually, the net effect is "three-story" height. There has been virtually no multi-family development on the west side of St. Francis over the years. Further north, the Midtown Local Innovation Corridor (Midtown LINC) was adopted in 2016 as a higher density, mixed-use redevelopment district adjacent to the St. Francis corridor.

On August 28, 2019, the Governing Body approved an amendment to the Midtown LINC (Ordinance 2019-19) that provisions in the LINC shall supersede other overlays, including but not limited to the SCHC. This amendment directly affected properties at the southwest corner of St. Francis and St. Michaels, where the two districts overlap, allowing those properties to exceed the SCHC maximum height of 25'. While there was significant discussion over two hearings and opposition from the public, the Ordinance passed on a 5 to 4 vote. This Ordinance recognized the need to strengthen and animate the

connection between the Midtown Campus and Santa Fe Art Institute (SFAI) and Christus St. Vincent and to encourage the development of multi-family housing. Though there was no specific proposal under consideration, this was a site-specific decision involving three properties, recognizing the height limitation of the SCHC was contrary to the goals of the LINC.

Thirty-four years ago, the establishment of commuter rail service in Santa Fe was not anticipated, nor the unique challenges of responsibly developing a walkable, transit-focused community. The 2008 Rail Corridor Study discussed below refers to the Zia Station property as an important "gateway" to Santa Fe, and suggested that "three-story mixed-use buildings forming strong streetscapes along Zia Road" might be appropriate. As discussed in the Zia Rail Runner section, the City has invested in making Rail Runner commuter rail a success. The Applicant believes that the Rail Corridor Study is supportive of three-story height, and that the height restriction of the SCHC will prevent them from optimizing the unique opportunity to create a transit-focused development.

In making a recommendation to the Governing Body on the request to amend the boundaries of the SCHC to exclude these properties, Staff encourages the Planning Commission to carefully weigh the purpose and intent of the SCHC against the unique opportunities presented by the project site. In deciding whether to recommend approval or denial of the Applicant's request, the Commission should consider several questions:

- Has the character of the St. Francis corridor changed since the adoption of the SCHC?
- Can the goals of the SCHC still be met through careful design and siting of buildings taller than 25'?
- Do the themes and intent of the SCHC remain relevant 34 years later?
- Is the height restriction of 25' compatible with City investment in commuter rail?
- Is there already precedence for departing from the 25' height restriction?

Staff's position is that the General Plan amendments and C-2 PUD rezoning are necessary to develop the site in a way that a takes advantage of the existing commuter rail station to create a higher intensity destination with a mix of uses and higher density housing at the site. If the Planning Commission recommends removing the properties from the SCHC and the Governing Body approves this, then Staff recommends that the preliminary development plan should be approved.

VI. DEVELOPMENT PATTERNS ALONG ST. FRANCIS AND ALONG ZIA ROAD

Develop patterns along St. Francis from the I-25 to St. Michael's Drive are primarily Business Industrial Parks, Industrial, Commercial, Shopping Center, Extended Stay Lodging, Multifamily and some single family. On the east side of St. Francis there are many multi-family developments, and a shopping center. On the east side of St. Francis, single-family housing is largely buffered by the multi-family and other development. On the west side of St. Francis there is a Business Industrial Park, Industrial, Commercial and single-family residential. On the west side of St. Francis, the single-family development is buffered by commercial development and the rail line itself.

At the time the SCHC was adopted, the area was an underdeveloped highway corridor with a 50-foot-high, derelict pumice plant surrounded by low-density residential neighborhoods. Since then, the pumice

plant has been removed, a shopping center has been built to the east, the Rodeo Business Park has been developed to the south, the Rail Trail has been built, and the Midtown LINC has been created as a higher density, mixed-use redevelopment district nearby to the north. Development intensity has moved further south along the St. Francis Drive corridor, bringing with it increases in commercial use and housing density.

Future Land Use designations on the east side of St. Francis include High Density Residential (12-29 units/acre), Office, Community Commercial, and a small sliver of Low Density Residential at the northeast corner of St. Francis and Siringo. On the West side of St. Francis, Future Land Use designations include Institutional, Office, High Density Residential (12 to 29 units/acre), Parks and Open Space, Transitional Mixed-Use, and Business Park. Zoning is commensurate, and development along the corridor has included multi-family housing, lodging, and commercial and industrial uses.

The most significant change in the surrounding area is the establishment of commuter rail service in Santa Fe and, specifically, the location of a Rail Runner stop adjacent to the subject properties. The Rail Runner Station is an important multi-modal transportation infrastructure investment that deserves commensurate development of the adjacent properties to create the vibrant mixed-use, walkable, transit-focused community that City planning studies have called for repeatedly over the last twenty years.

Zia Station has the potential to become an important node for local and regional transit, and a critical transition point from the southern portion of the highway corridor to the more intensive built environment that has extended from the north in recent decades. The proposed development aligns with the changes that have occurred in the corridor over the last thirty-five years and could provide a compatible transition between the character of the southern highway corridor and the northern, more intensively developed City center.

VII. CREATION OF TRANSITIONAL MIXED-USE FUTURE LAND USE DESIGNATION

The Transitional Mixed-Use future land use designation was created in 2001 (Resolution 2001-82) in conjunction with master planning efforts of the City and County in the southwest sector of the City. These Master Planning efforts resulted in the "Santa Fe City/County Planning Initiative Final Report" and ultimately the Southwest Area Master Plan (SWAMP). The intent of Transitional Mixed Use was spelled out in the Resolution (portions directly referencing the southwest sector of the city eliminated for brevity and clarity):

> *WHEREAS, (The master planning effort) … establishes a unified community vision with a series of guiding principles … to direct future development… .*
> *WHEREAS,…several of the guiding development principles…call for neighborhoods to be walkable, and for commercial areas to be connected to and linked to surrounding neighborhoods, in part, through intermediate scaled buildings that provide some degree of transition from the commercial to residential; and*
> *WHEREAS, Section 3.3 of the City General Plan also specifically addresses the need for a mixing of uses in all new and existing neighborhoods in order to encourage walkable, integrated neighborhoods where services and amenities are designed to complement and enhance the quality of life.*

WHEREAS, in order to effectively implement these goals and principles, it is recommended that a new general plan future land use designation be created that can be ... applied (in) the City Urban Area as deemed appropriate; and
WHEREAS, the new "Mixed-Use/Transitional" future land use classification is intended to promote these goals through either a mixing of compatible land uses as in a mixed-use development scenario ... or within several tracts whereby intermediate uses are introduced to provide transitional buffering from commercial to residential through a reduction in scale and land use intensity.

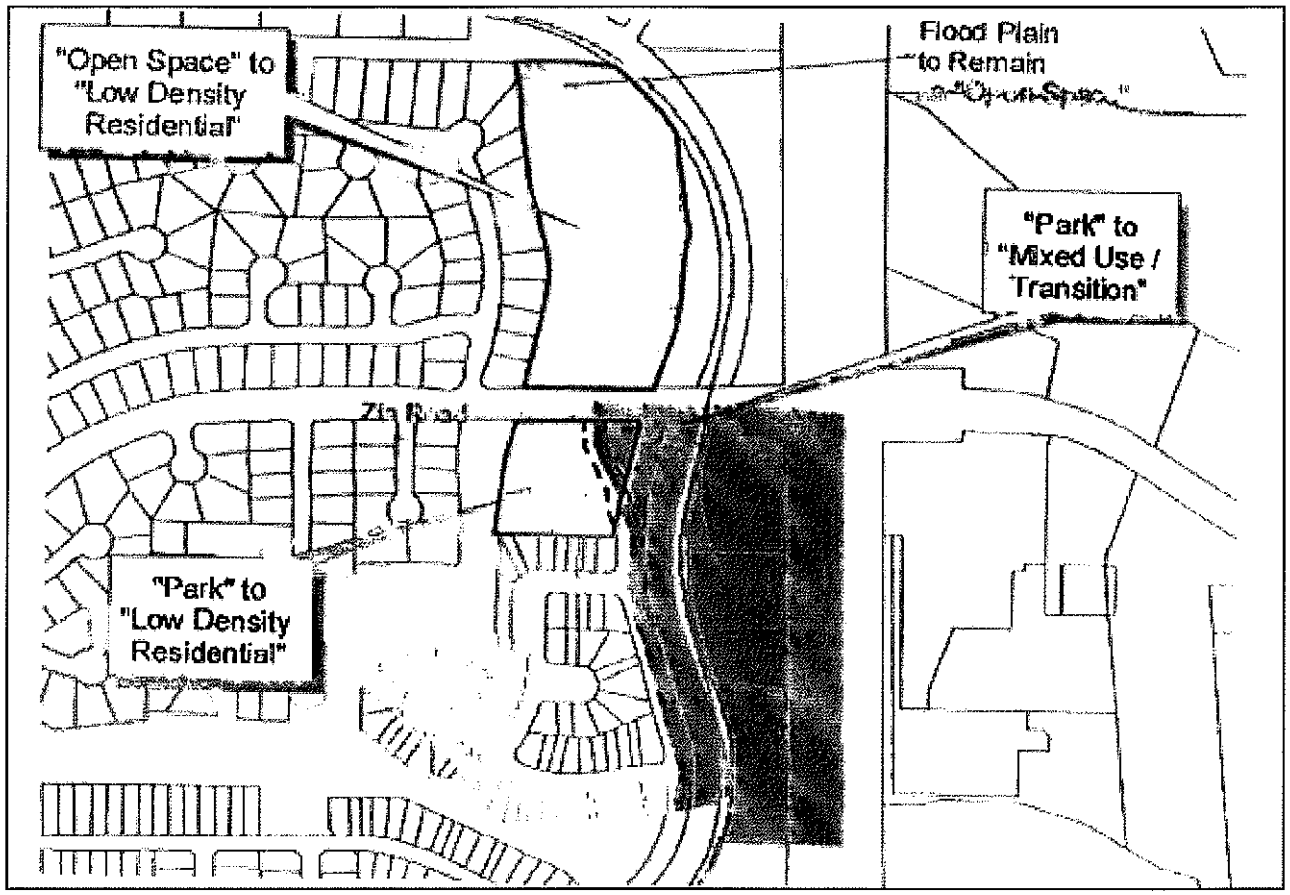
The Applicant sought Transitional Mixed-Use future land use designation for the southern property in 2003 with the desire to create a mixed-use development. This was before Rail Runner service existed. The Applicant requested a General Plan Amendment to change the future land use designation of the north parcel from "Open Space" to Low Density Residential", change most of the south parcel from "Park" to "Mixed-Use Transitional", and change a portion of the south Tract from "Park" to Low Density Residential". The Planning Commission unanimously recommended approval of the request to the Governing Body on November 20, 2003.

In support of creating a mixed-use development at Zia Station, the Governing Body approved the request and passed Resolution No. 2004-4 granting the future land use designation changes on January 14, 2004. The vote for the north future land use designation change and the portion of land on the south at the corner of Galisteo and Zia (M-2003-40 – Open Space and Park to Low Density Residential - total 9.6 acres) was five Councilors for and three against. The vote for the remainder/bulk of south side property (M-2003-41 – Park to Transitional Mixed Use - total 8.3 acres) was unanimously for.

The stated intent of the future land use designation change in Resolution 2004-4 included the following reasons:

(That) ...the Santa Fe Area General Plan ... be kept current to reflect changing concerns and conditions
(That) reclassification of the subject property would be substantially consistent with the General Plan themes and policies for Land Use ... and City Character and Urban Development
(That) the City desires to provide for more coordinated, adjusted and harmonious development along the north and south sides of Zia Road at Galisteo Road and the Southern Santa Fe Railway that would not have adverse impacts upon the surrounding neighborhood.

At that time, the Applicant stated his intent to create a mixed use development with densities in line with surrounding R-5 and R-7 zoning. At that time, no zoning district had been created yet to correspond to the Mixed Use Designation, so the Applicant would propose PUD zoning. Note that the boundaries of the new future land use designations were drawn with an intended realignment of Galisteo Road.



Appendix A to Resolution 2004-4

VIII. RAIL CORRIDOR STUDY

In 2008, the City of Santa Fe Long Range Planning Division prepared the Rail Corridor Strategic Plan, which directly addressed future development around the Zia Rail Runner Station and provided important guiding principles and strategies. The Plan defines Transit-Oriented Development as follows:

> *"Transit-Oriented Development (TOD) is a term used to capture the main ideas surrounding the development or redevelopment of urban land adjacent to rail and other transit stops. TOD is a coordinated set of strategies that are in use in cities served by commuter rail throughout the country. These strategies can be implemented in diverse ways to enhance existing neighborhoods and create new neighborhood centers".*
>
> *"Because transit stops are hubs of activity involving different modes of travel, they are also excellent locations to allow for a mix of land uses to serve riders getting on and off the bus or train. For regular commuters, housing immediately adjacent to a transit stop can create the ability to walk or ride a bike to the stop without needing a car. Businesses are interested in locating where activity is generated by a point of public gathering such as a train stop. Finally, transit-oriented development allows a more efficient use of land that makes use of already existent utilities and other infrastructure."*

The Plan established the following Design Principles for Santa Fe's Rail Corridor:

1. Land Use Mix – Successful rail stops have a mix of active uses including residential, office and retail in close proximity to each other, with higher densities near the center and good transitions to adjacent land uses.
2. Transit Connections - City buses must connect seamlessly with commuter rail service, making it accessible to as many Santa Feans as possible.
3. Complete Streets – "Complete Streets" are essential to healthy neighborhoods and TODs -- streets that balance the needs of pedestrians, bicyclists, transit riders, and drivers.
4. Trail Connections – Inviting, safe and accessible pedestrian and bike trails can provide necessary alternative routes to get to and from transit stops and commercial areas. Santa Fe's arroyos naturally link neighborhoods to these existing and planned hubs.
5. Parks, Plazas & Public Places – Public space can make rail stops into community gathering places and improve health and public safety.
6. Neighborhood Protection & Enhancement – Successful TODs create amenities for nearby neighborhoods while minimizing or mitigating any traffic or parking impacts.

The Plan set out specific recommendations for each planned Rail Runner stop in Santa Fe. It called Zia Station the "Gateway to Santa Fe", and made the following Land Use recommendations:

> *"In this future vision, the site is developed as a pedestrian-oriented neighborhood center. Buildings would range in character from townhouse and loft residences adjoining existing neighborhoods to three-story mixed-use buildings forming strong streetscapes along Zia Road.*
>
> *Develop the Zia Station area to accommodate a mix of uses that support the surrounding neighborhood, such as: Small retail such as a family-style restaurant or pub, salon, coffee shop, bike repair shop, small natural grocery, book store, and an outdoor community gathering space."*

In accordance with the aspirations of the Rail Corridor Study, the following land uses and design strategies are incorporated into the proposed design:

1. An increase maximum height to accommodate three story buildings on both the north and south tracts (only possible if the properties are removed from the SCHC).
2. On the Southern tract, a mix of uses that support the surrounding neighborhood, including: small retails such as a family-style restaurant or pub, salon, coffee shop, bike repair shop, small natural grocery, and bookstore.
3. Outdoor community space for small-scale markets, concerts, or community gatherings.
4. An outdoor café space in the vicinity of the local rail stop to serve surrounding office workers.
5. Residential uses adjacent to existing residential to the west in order to provide a transition to greater intensity to the east.
6. Pedestrian supportive environments between commercial buildings on the southern tract, and connectivity with the Rail Trail.
7. A coherent pedestrian experience throughout the (Zia) site, with clear connections to area trails and surrounding streets and sidewalks.
8. Distributed land uses and redesigned street system to alleviate congestion at Zia/ St. Francis.

IX. ZIA RAIL RUNNER STATION

On September 10, 2003 the Governing Body passed Resolution 2003-70, unanimously supporting the effort to establish a commuter rail line between Albuquerque and Santa Fe, for the purposes of reducing commuter traffic on I-25, reducing air pollution and traffic accidents, and to spur economic development. A follow up resolution (Resolution 2007-102) was passed on November 14, 2007, reaffirming the City's commitment to commuter rail and identifying concerns to be resolved. In December 2007, the Santa Fe Metropolitan Planning Organization (MPO) Transportation Policy Board approved the location of the Rail Runner Express Station at Zia Road. Rail Runner Service between Albuquerque and Santa Fe began in 2008.

On March 14, 2011 City and MPO staff conducted a public input meeting to discuss the opening of Zia Station platform for rail service. Staff presented a conceptual plan to show how pedestrian, bicycle, transit, and automobile access could be accommodated at the site. The Zia Rail Runner station was presented as a "kiss and ride" where it would have only ADA accessible parking spaces and that no parking signs would be posted along Galisteo. A majority of the 250 people present expressed a desire for the Zia Station platform to open.

On August 30, 2011, the Governing Body adopted Resolution No. 2011-44, amending the Impact Fee Capital Improvement Plan and Land Use Assumptions, 2007-2012 to add "Zia Station Infrastructure Improvements". Zia Station, LLC was to construct the "kiss and ride" drop off loop and receive impact fee credits for the work performed.

Following numerous traffic and safety studies conducted by Zia Station, LLC and the New Mexico Department of Transportation (NMDOT), in July 2016 the Access and Maintenance Agreement for the Zia Station Rail Runner stop was executed by the City and the NMDOT. Zia Station, LLC constructed the station improvements and "kiss and ride" passenger service began in April 2017.

X. EXISTING CONDITIONS

The property is currently vacant, with the exception of the "kiss and ride" (passenger drop off only) rail passenger facility. Surrounding uses include the Candelero and Brillante Lane subdivisions to the west, somewhat dispersed single-family development to the north, retail/commercial and multi-family development to the east across St. Francis, and assorted light industrial and commercial to the south,. Surrounding zoning includes R-5 and R-7 to the west, R-1, R-4, and R-7 to the north, R-21, C-1, and SC1 to the east, and I-1 to the south.

XI. GENERAL PLAN AMENDMENT NORTH– Low Density to High Density Residential

Phase 1 is located on the north side of Zia Road (North Parcel) and comprises approximately 12.1 acres. The current future land use designation of this parcel is Low Density Residential (3 to 7 units per acre). The Applicant requests changing the future land use designation to High Density Residential (12 to 29 units per acre). Phase 1 proposes 14 townhomes on the west boundary adjacent to the Candelero neighborhood and a 244-unit apartment community between the new north extension of Galisteo Road and St. Francis Drive, with an overall density of 21.32 dwellings per acre. The design intent is to create

an appropriate transition from the Candelero neighborhood to the west and the intensity of the St. Francis Drive corridor.

The General Plan can be amended, subject to meeting the approval criteria in SFCC Section14-3.2(E):

Criterion 1 [14-3.2(E)(1)(a)]: consistency with growth projections for Santa Fe, economic development goals as set forth in a comprehensive economic development plan for Santa Fe and existing land use conditions such as access and availability of infrastructure;	**Criterion Met:** (Yes/No) **YES**
Santa Fe is experiencing a significant housing shortage and increasing the supply of all types of housing is critical to accommodating projected growth and addressing affordability. An adequate supply of housing to support a robust workforce is a key component of economic development. As an infill site adjacent to major roads, commuter rail, the subject property is served by existing utility, transit, and roadway infrastructure.	
Criterion 2 [14-3.2(E)(1)(b)]: Consistency with other parts of the General Plan;	**Criterion Met:** (Yes/No) **YES**
Chapter 3 of the General Plan calls for infill development of existing vacant parcels within neighborhoods, cites promotion of a "compact urban form" through "sensitive and compatible infill development". The project will promote a compact urban form and contribute to infill housing. The Zia Station mixed-use, transit/pedestrian-focused development meets General Plan Themes and Policies, such as Affordable Housing, Transportation Alternatives, Urban Form/Higher Densities, and Community Oriented Development: • Guiding Policy 3-G-2: There shall be a mix of … housing types in all parts of the city. • Guiding Policy 3-G-3: There shall be infill development at densities that support the construction of affordable housing … to address residential growth throughout the Urban Area. • Guiding Policy 5-1-G-2: Encourage new residential growth in the form of human-scale and vital neighborhoods that provide a mix of services and uses. • Guiding Policy 5-2-G-4: Provide for uses to meet every day needs within neighborhoods in the form of pedestrian-oriented neighborhood centers.	
Criterion 3 [14-3.2(E)(1)(c)]: the amendment does not: **(i) allow uses or a change that is significantly different from or inconsistent with the prevailing use and character in the area; or** **(ii) affect an area of less than two acres, except when adjusting boundaries between districts; or** **(iii) benefit one or a few landowners at the expense of the surrounding landowners or the general public**	**Criterion Met:** (Yes/No/N/A) **YES**
(i) The area around the subject properties includes low to high density residential, commercial, and industrial uses. There is significant multi-family development on the east side of St. Francis, but virtually none on the west side. The proposed multi-family project intends to buffer the adjacent neighborhoods by transitioning from lower height, less dense housing directly adjacent to existing neighborhoods and focusing greater height and density towards the densely developed highway corridor of St. Francis.	

(ii) The proposed development is approximately 21.0 acres, well over the two-acre minimum required for a General Plan Amendment.
(iii) The project benefits the general public through increasing housing supply, including affordable housing, roadway improvements at Zia and St. Francis, and providing pedestrian amenities and multi-modal transportation options.

Criterion 4 [14-3.2(E)(1)(d)]: an amendment is not required to conform with Subsection 14-3.2(E)(1)(c) [Criterion 1(c) above] if it promotes the general welfare or has other adequate public advantage or justification;	**Criterion Met:** (Yes/No) **YES**

See (c)(iii) above. The proposal promotes the general welfare by placing housing next to commuter rail and a public trail. Residents of the development will have alternatives to automobile travel, potentially reducing pollution and traffic congestion. The proposal is of public advantage and justified by prior City actions to promote significant public investment in commuter rail. Furthermore, both new residents and existing adjacent neighborhoods will have basic services within convenient walking distance to their homes.

Criterion 5 [14-3.2(E)(1)(e)]: compliance with extraterritorial zoning ordinances and extraterritorial plans;	**Criterion Met:** (Yes/No/N/A) **N/A**

N/A

Criterion 6 [14-3.2(E)(1)(f)]: contribution to a coordinated, adjusted and harmonious development of Santa Fe that in accordance with existing and future needs best promotes health, safety, morals, order, convenience, prosperity or the general welfare, as well as efficiency and economy in the process of development; and	**Criterion Met:** (Yes/No) **YES**

Santa Fe is experiencing a significant housing shortage. Increasing the supply of all types of housing is critical to accommodating both existing and future needs for the health, safety, and welfare of citizens of Santa Fe. As an infill site adjacent to major roads, the subject property is served by existing utility and roadway infrastructure and numerous roadway improvements will be made, ensuring economy of development. The proposal will promote health by virtue of its connection to a major bike and pedestrian trail. Both new residents and existing adjacent neighborhoods will have basic services within convenient walking distance to their homes, something that is lacking in many neighborhoods in the City.

Criterion 7 [14-3.2(E)(1)(g)]: consideration of conformity with other city policies, including land use policies, ordinances, regulations and plans.	**Criterion Met:** (Yes/No) **YES**

In addition to conformance with the General Plan Themes and Policies listed in Criterion 2 above, the following City documents support transit-focused, walkable development:

- Santa Fe MPO Metropolitan Transportation Plan 2020-2045: "Having a walkable community is not only desirable, but also essential to many Santa Fe area residents. Communities with safe and connected walking routes support physical health, safety, and access to transit stops. Walkability is especially important for populations that are not able to drive, such as children, older adults, and low-income individuals without access to a vehicle." "Higher-density development generates less traffic than low-density development per unit, makes walking and public transit more feasible." "Developments such as Railyard Flats and Capitol Flats are positioned to be TOD-type developments once built out with densities and proximities that

promote and support the use of rail, transit, bicycle, and pedestrian modes of transportation. Developers of Land adjacent to Zia Station have the opportunity to propose similar types of TOD developments."

- City of Santa Fe Land Use & Urban Design Plan (Draft): "Well-designed development uses less land by creating smaller residential lots and using more multi-family housing, thereby making more efficient use of land and city utilities." "Development and redevelopment along these corridors (St. Francis) should be encouraged to provide greater density of commercial uses and more housing, as they allow immediate access onto these major arterials which are also primary bus routes."
- Rail Corridor Strategic Plan: Transit Oriented Development for Santa Fe's Rail Corridor Neighborhoods (Draft): The Rail Corridor plan specifically identified the Zia Station site as an appropriate location for a mixed-use, transit focused development.
- Sustainable Santa Fe 25-Year Plan: This project supports the "triple bottom line" theme that recognizes the interdependence of environmental, economic and social factors that contribute to community sustainability, by placing workforce housing adjacent to public trails and transit opportunities, as well as proposed commercial amenities. The project aligns with the following strategies in the Plan:
    - Community Development Strategy 6: Increase availability of affordable and workforce housing;
    - Built Environment Strategy 7: Pilot and incentivize sustainable development practices … that result in higher residential densities, support a mix of uses and mixed incomes, … and are located along major transportation corridors and development nodes;
    - Transportation Strategy 2: Promote healthy and active transportation modes of transportation, such as walking and bicycling;
    - Transportation Strategy 6: Invest in multi-modal transportation options;
    - and Quality of Life and Social Equity Strategy / Affordable Housing Plan Goal: Focus resources, policy, land use and programming on ensuring that all of Santa Fe's residents, including its low-wage workers, elderly and disabled live in the high quality, energy-efficient housing located in high opportunity neighborhoods.

Criterion 8 [14-3.2(E)(2)]: In addition to complying with the general criteria set forth in Subsection 14-3.2(E)(1), amendments to the land use policies section of the General Plan shall be made only if evidence shows that the effect of the proposed change in land use shown on the future land use map of the General Plan will not have a negative impact on the surrounding properties. The proposed change in land use must be related to the character of the surrounding area or a provision must be made to separate the proposed change in use from adjacent properties by a setback, landscaping, or other means, and a finding must be made that: **(a) the growth and economic projections contained within the General Plan are erroneous or have changed;** **(b) no reasonable locations have been provided for certain land uses for which there is a demonstrated need; or** **(c) conditions affecting the location or land area requirements of the proposed land use have changed, for example the cost of**	**Criterion Met:** (Yes/No) **YES**

land space requirements, consumer acceptance, market or building technology.	
(a) N/A (b) N/A (c) The 1999 General Plan did not anticipate Commuter Rail in Santa Fe. The recent 2020 Santa Fe Housing Report by the Santa Fe Association of Realtors revealed that not only do 37.8% of Santa Fe workers commute into the city, but that 34.8% commute out of town for their jobs. Commuter rail can serve both these populations, taking cars off the road and reducing congestion and pollution. Apartment and townhome units adjacent to a commuter rail stop can help with this.	

XII. GENERAL PLAN AMENDMENT SOUTH – Low Density to Transitional Mixed Use

In 2004, most of Phase 2 (South Parcel) was designated Transitional Mixed-Use, except for approximately 2.2 acres of Tract L (southwest corner of Zia Rand and Galisteo Road), which was designated Low Density Residential. The Applicant requests an amendment to change the designation of the balance of Tract L to Transitional Mixed-Use to correspond with the remainder of the property.

The General Plan can be amended, subject to meeting the approval criteria in SFCC Section14-3.2(E):

Criterion 1 [14-3.2(E)(1)(a)]: consistency with growth projections for Santa Fe, economic development goals as set forth in a comprehensive economic development plan for Santa Fe and existing land use conditions such as access and availability of infrastructure;	**Criterion Met:** (Yes/No) **YES**
A key component of economic development is an adequate supply of housing to support a robust workforce. A variety of neighborhood services are incorporated into the site. This will benefit both new residents of the development, but also will provide neighborhood services in an area that is currently not served without crossing St. Francis. Due to Santa Fe's aging population and dependence on tourism, more economic opportunity needs to be provided in the City. As an infill site adjacent to major roads, commuter rail, the subject property is served by existing utility, transit, and roadway infrastructure.	
Criterion 2 [14-3.2(E)(1)(b)]: Consistency with other parts of the General Plan;	**Criterion Met:** (Yes/No) **YES**
Chapter 3 of the General Plan calls for infill development of existing vacant parcels with a mix of uses within neighborhoods and throughout all areas of the City. "Compact urban form" is encouraged through "sensitive and compatible infill development". This project will promote both. The Zia Station mixed-use, transit/pedestrian-focused development meets General Plan Themes and Policies, such as Affordable Housing, Transportation Alternatives, Economic Diversity, Urban Form/Higher Densities, Community Oriented Development, and Mixed Use: • Guiding Policy 3-G-2: There shall be a mix of uses and housing types in all parts of the city. • Guiding Policy 3-G-3: There shall be infill development at densities that support the construction of affordable housing and a designated mix of land uses that provide an adequate balance of service retail and employment opportunities to address residential growth throughout the Urban Area.	

- Implementing Policy 3-I-6: Require the inclusion of employment and neighborhood centers in future development/planning areas.
- Guiding Policy 5-1-G-2: Encourage new residential growth in the form of human-scale and vital neighborhoods that provide a mix of services and uses.
- Guiding Policy 5-2-G-4: Provide for uses to meet every day needs within neighborhoods in the form of pedestrian-oriented neighborhood centers.
- Guiding Policy 5-3-G-2: Encourage professional and administrative offices to locate in and near neighborhood centers.

Criterion 3 [14-3.2(E)(1)(c)]: the amendment does not: **(i) allow uses or a change that is significantly different from or inconsistent with the prevailing use and character in the area; or** **(ii) affect an area of less than two acres, except when adjusting boundaries between districts; or** **(iii) benefit one or a few landowners at the expense of the surrounding landowners or the general public**	**Criterion Met:** (Yes/No/N/A) **YES**

(i) The area around the subject properties includes low to high density residential, commercial, and industrial uses. The proposed multi-family project is reflective of this development pattern, while serving as a transitional buffer between an existing low-density neighborhood and a densely developed highway corridor. Surrounding land uses include Business industrial Park, Industrial, and Commercial. There is a significant amount of multi-family housing on the east side of St. Francis.

(ii) The proposed development is approximately 21.0 acres, well over the 2 acre minimum.

(iii) The project benefits the general public through increased housing supply, including affordable housing, road network improvements, pedestrian amenities, neighborhood services in an area not currently served within walking distance, opportunities for small businesses, and multi-modal transportation options.

Criterion 4 [14-3.2(E)(1)(d)]: an amendment is not required to conform with Subsection 14-3.2(E)(1)(c) [Criterion 1(c) above] if it promotes the general welfare or has other adequate public advantage or justification;	**Criterion Met:** (Yes/No) **YES**

The overall project promotes the general welfare by providing housing and neighborhood-scale commercial in an area not currently served by such commercial amenities, adjacent to commuter rail and a public trail. New residents of the development, as well as existing residents in adjacent neighborhoods, will have alternatives to automobile travel and services within walking distance, potentially reducing pollution and traffic congestion. The proposal is of public advantage and justified by prior City actions to promote significant public investment in commuter rail. Multiple City planning documents address the importance of neighborhood scale commercial services, as detailed in this report. These documents include the 1999 General Plan, the Santa Fe MPO Metropolitan Transportation Plan 2020-2045, the City of Santa Fe Land Use & Urban Design Plan (Draft), the Rail Corridor Strategic Plan: Transit Oriented Development for Santa Fe's Rail Corridor Neighborhoods (Draft), and the Sustainable Santa Fe 25-Year Plan, as detailed below.

Criterion 5 [14-3.2(E)(1)(e)]: compliance with extraterritorial zoning ordinances and extraterritorial plans;	**Criterion Met:** (Yes/No/N/A) **N/A**

N/A	
Criterion 6 [14-3.2(E)(1)(f)]: contribution to a coordinated, adjusted and harmonious development of Santa Fe that in accordance with existing and future needs best promotes health, safety, morals, order, convenience, prosperity or the general welfare, as well as efficiency and economy in the process of development; and	**Criterion Met:** (Yes/No) **YES**
As Santa Fe's only privately held land adjacent to a Rail Runner stop, Zia Station is a rare opportunity to create a transit-focused development in Santa Fe, promoting the general welfare through providing housing (including some affordable housing) in a walkable, pedestrian scale environment. It will create economic opportunity for local businesses and community amenities on Zia Road on the west side of St. Francis. As demonstrated in the staff report, the Governing Body has taken a series of actions over many years to welcome commuter rail to Santa Fe and has recognized Zia Station as a location for some level of transit-focused development through multiple studies.	
Criterion 7 [14-3.2(E)(1)(g)]: consideration of conformity with other city policies, including land use policies, ordinances, regulations and plans.	**Criterion Met:** (Yes/No) **YES**
In addition to conformance with the General Plan Themes and Policies listed in Criterion 2 above, the following City documents support transit-focused, walkable development: • Santa Fe MPO Metropolitan Transportation Plan 2020-2045: "Having a walkable community is not only desirable, but also essential to many Santa Fe area residents. Communities with safe and connected walking routes support physical health, safety, and access to transit stops. Walkability is especially important for populations that are not able to drive, such as children, older adults, and low-income individuals without access to a vehicle." "Higher-density development generates less traffic than low-density development per unit, makes walking and public transit more feasible." "Developments such as Railyard Flats and Capitol Flats are positioned to be TOD-type developments once built out with densities and proximities that promote and support the use of rail, transit, bicycle, and pedestrian modes of transportation. Developers of Land adjacent to Zia Station have the opportunity to propose similar types of TOD developments." • City of Santa Fe Land Use & Urban Design Plan (Draft): "Well-designed development uses less land by creating smaller residential lots and using more multi-family housing, thereby making more efficient use of land and city utilities." "Development and redevelopment along these corridors (St. Francis) should be encouraged to provide greater density of commercial uses and more housing, as they allow immediate access onto these major arterials which are also primary bus routes." • Rail Corridor Strategic Plan: Transit Oriented Development for Santa Fe's Rail Corridor Neighborhoods (Draft): The Rail Corridor plan specifically identified the Zia Station site as an appropriate location for a mixed-use, transit focused development. • Sustainable Santa Fe 25-Year Plan: This project supports the "triple bottom line" theme that recognizes the interdependence of environmental, economic and social factors that contribute to community sustainability, by placing workforce housing adjacent to public trails and transit opportunities, as well as proposed commercial amenities. The project aligns with the following strategies in the Plan: o Community Development Strategy 6: Increase availability of affordable and workforce housing;	

o Built Environment Strategy 7: Pilot and incentivize sustainable development practices … that result in higher residential densities, support a mix of uses and mixed incomes, … and are located along major transportation corridors and development nodes; o Transportation Strategy 2: Promote healthy and active transportation modes of transportation, such as walking and bicycling; o Transportation Strategy 6: Invest in multi-modal transportation options; o and Quality of Life and Social Equity Strategy / Affordable Housing Plan Goal: Focus resources, policy, land use and programming on ensuring that all of Santa Fe's residents, including its low-wage workers, elderly and disabled live in the high quality, energy-efficient housing located in high opportunity neighborhoods.	
Criterion 8 [14-3.2(E)(2)]: In addition to complying with the general criteria set forth in Subsection 14-3.2(E)(1), amendments to the land use policies section of the General Plan shall be made only if evidence shows that the effect of the proposed change in land use shown on the future land use map of the General Plan will not have a negative impact on the surrounding properties. The proposed change in land use must be related to the character of the surrounding area or a provision must be made to separate the proposed change in use from adjacent properties by a setback, landscaping, or other means, and a finding must be made that: **(d) the growth and economic projections contained within the General Plan are erroneous or have changed;** **(e) no reasonable locations have been provided for certain land uses for which there is a demonstrated need; or** **(f) conditions affecting the location or land area requirements of the proposed land use have changed, for example the cost of land space requirements, consumer acceptance, market or building technology.**	**Criterion Met:** (Yes/No/N/A) **N/A**
The Applicant is not required to document compliance with Criterion 2, since the application does not amend land use policies.	

XIII. REZONE APPROVAL CRITERIA 1 – R-1 to C2-PUD

The subject parcels in both phases are currently zoned R-1, the standard default zoning for undeveloped land. The request to rezone to C-2 PUD (General Commercial – Planned Unit Development) would permit the proposed mixed-use development. C-2 allows multi-family development (Phase 1) and the types of neighborhood-serving commercial uses that create vibrant mixed-use community. In addition, C-2 zoning affords flexibility in the development of Phase 2 to respond to meaningfully to market conditions. While C-2 zoning includes uses that would not be appropriate at this location, the PUD element of the zoning requested will define and limit the scope and scale of the project as well as commercial uses. An application for PUD rezoning must be accompanied by a preliminary development plan per SFCC Subsection 14-5.7(C)(1).

The Planning Commission and the Governing Body shall review all rezoning proposals on the basis of the criteria provided in this section, and the reviewing entities must make complete findings of fact sufficient to show that these criteria have been met before recommending or approving any rezoning:

Criterion 1 [14-3.5(C)(1)(a)]: one or more of the following conditions exist: **(i) there was a mistake in the original zoning;** **(ii) there has been a change in the surrounding area, altering the character of the neighborhood to such an extent as to justify changing the zoning;** **(iii) a different use category is more advantageous to the community, as articulated in the General Plan or other adopted city plans;**	**Criterion Met:** (Yes/No) **YES**
(i) When the City created the Transitional Mixed-Use future land use designation, it did not create a compatible zoning classification. (ii) The default R-1 zoning of the properties is not representative of the surrounding area, which includes SC-1, C-1, I-1, BIP, R-21, R-7, and R-5. The St. Francis Drive vicinity has evolved into a densely developed, mixed-use transportation corridor, which the proposed C-2 PUD zoning reflects. In addition, the Rail Runner Station is an important public transit improvement that deserves responsible development of the adjacent properties, to create a vibrant mixed-use, walkable, transit-focused community, as supported by various Government Body actions over the years to move toward transit-focused development at this site. (iii) As stated above, the Zia Station mixed-use, transit/pedestrian-oriented development meets General Plan Themes and Policies, such as Affordable Housing, Transportation Alternatives, Economic Diversity, Urban Form/Higher Densities, Community Oriented Development, and Mixed Use: o Guiding Policy 3-G-2: There shall be a mix of uses and housing types in all parts of the city. o Guiding Policy 3-G-3: There shall be infill development at densities that support the construction of affordable housing and a designated mix of land uses that provide an adequate balance of service retail and employment opportunities to address residential growth throughout the Urban Area. o Implementing Policy 3-I-6: Require the inclusion of employment and neighborhood centers in future development/planning areas. o Guiding Policy 5-1-G-2: Encourage new residential growth in the form of human-scale and vital neighborhoods that provide a mix of services and uses. o Guiding Policy 5-2-G-4: Provide for uses to meet every day needs within neighborhoods in the form of pedestrian-oriented neighborhood centers. o Guiding Policy 5-3-G-2: Encourage professional and administrative offices to locate in and near neighborhood centers.	
Criterion 2 [14-3.5(C)(1)(b)]: all the rezoning requirements of Chapter 14 have been met;	**Criterion Met:** (Yes/No) **YES**
The Applicants have met the Chapter 14 procedural requirements for re-zoning, including holding an Early Neighborhood Notification Meeting, posting and mailing of notification requirements, and	

submitting required application submittals including a Traffic Impact Analysis. The Applicant is not requesting any variances.	
Criterion 3 [14-3.5(C)(1)(c)]: the rezoning is consistent with the applicable policies of the General Plan, including the future land use map;	**Criterion Met:** (Yes/No) **YES**
See Criterion 1 (iii) above. With respect to the Future Land Use Map, most of the Phase 2 property is designated Transitional Mixed-Use, which supports the requested C-2 PUD zoning. General Plan Amendment requests for the remaining land area accompany this rezoning application.	
Criterion 4 [14-3.5(C)(1)(d)]: the amount of land proposed for rezoning and the proposed use for the land is consistent with city policies regarding the provision of urban land sufficient to meet the amount, rate and geographic location of the growth of the city;	**Criterion Met:** (Yes/No) **YES**
General Plan Figure 4-4, Urban Sub-Areas, designates the subject properties and surrounding area as an "Infill Area." General Plan Section 4.1 states, "In both 'infill' and 'future growth' areas, the city must encourage higher densities of residential and commercial development than existing zoning often allows" to help "create efficient use of already existing roads and utilities, help ensure cost-efficient public transit, and provide the type of housing that will be in demand…". At approximately 21 acres, the project site has the potential to provide significant housing and neighborhood scale services, at a location served by existing infrastructure, transit, and pedestrian trails.	
Criterion 5 [14-3.5(C)(1)(e)]: the existing and proposed infrastructure, such as the streets system, sewer and water lines, and public facilities, such as fire stations and parks, will be able to accommodate the impacts of the proposed development.	**Criterion Met:** (Yes/No) **YES**
The subject parcels have access to existing roadways and public water and sewer infrastructure. In addition, the site is adjacent to the Rail Trail, providing access to the City's network of urban trails and open space. A traffic impact analysis was performed to assess the impact of the additional traffic anticipated to be generated by the proposed development. The Applicant will make improvements to the intersection of St. Francis Drive and Zia Road, including a third left turn lane, which improves traffic movement and stacking at this intersection. See **Access and Traffic** section of this report (page 32) for road improvements.	
Criterion 6 [14-3.5(C)(2)]: Unless the proposed change is consistent with applicable General Plan policies, the planning commission and the governing body shall not recommend or approve any rezoning, the practical effect of which is to: **(a) allow uses or a change in character significantly different from or inconsistent with the prevailing use and character in the area;** **(b) affect an area of less than two acres, unless adjusting boundaries between districts;** **(c) or benefit one or a few landowners at the expense of the surrounding landowners or general public.**	**Criterion Met:** (Yes/No) **YES**
(a) The proposed zoning change will enable the construction of a mixed use development appropriate to the existing Transitional Mixed Use future land use designation. The	

development is designed to ease the transition from adjacent residential areas through density and height. The St. Francis corridor is generally mixed use, with both commercial and residential development, including much multi-family residential. (b) At 21.0 acres, the proposed rezoning is well over the two acre threshold. (c) Zia Station not only complies with numerous General Plan policies as addressed above, it is a model of the type of mixed-use, walkable community that the General Plan encourages. The project benefits the general public through increased housing supply, including affordable housing, road network improvements, pedestrian amenities, neighborhood services, opportunities for small businesses, and multi-modal transportation options. As stated before, the Governing Body has taken multiple actions leading toward a mixed use, transit-focused development at this location.	
Criterion 7 [14-3.5(D)(1)]: If the impacts of the proposed development or rezoning cannot be accommodated by the existing infrastructure and public facilities, the city may require the developer to participate wholly or in part in the cost of construction of off-site facilities in conformance with any applicable city ordinances, regulations or policies;	**Criterion Met:** (Yes/No) **YES**
The project will construct public roadway improvements and requisite utility line extensions. See **Access and Traffic**, **Water and Sewer**, and **Utilities** sections of this report.	
Criterion 8 [14-3.5(D)(2): If the proposed rezoning creates a need for additional streets, sidewalks or curbs necessitated by and attributable to the new development, the city may require the developer to contribute a proportional fair share of the cost of the expansion in addition to impact fees that may be required pursuant to Section 14-8.14.	**Criterion Met:** (Yes/No) **YES**
The developer will fund roadway and sidewalk improvements as part of the project, in addition to paying impact fees. See **Access and Traffic** section of this report (Page 32) and other sections of this report.	

XIV. REZONE APPROVAL CRITERIA 2 – Amend Boundaries of SCHC

The proposed preliminary development plan assumes that the Governing Body will grant the Applicant's request to be removed from the SCHC Overlay District. If the Governing Body does not grant this request, the preliminary development plan cannot be implemented as proposed. Several elements of the proposed plan would not work without the property's removal from the SCHC. The primary element would be height. The Proposal includes three-story buildings, which would not be permitted under the SCHC height restriction of 25 feet. Floor area ratios for office uses would be reduced beyond what is proposed. Finally, much larger landscape buffers would be required around buildings on the south parcel.

Notwithstanding this requested map amendment, the project's design nevertheless honors several elements of the overlay standards:

	SCHC Standard	Zia Proposal
Setback from St. Francis ROW	50 feet	110 feet
Maximum Residential Density	21 dwelling units/acre	18.8 dwelling units/acre (overall)

Maximum Height North	25 feet (not including parapet)	Phase 1 Proposed: 45', Approximate Visible: 18+/- feet visible above St. Francis ROW
Maximum Height South	25 feet (not including parapet)	Phase 2 Proposed: 34', Approximate Visible: 30 to 39 foot facades

The Planning Commission and the Governing Body shall review all rezoning proposals on the basis of the criteria provided in this section, and the reviewing entities must make complete findings of fact sufficient to show that these criteria have been met before recommending or approving any rezoning:

Criterion 1 [14-3.5(C)(1)(a)]: one or more of the following conditions exist: **(i) there was a mistake in the original zoning;** **(ii) there has been a change in the surrounding area, altering the character of the neighborhood to such an extent as to justify changing the zoning;** **(iii) a different use category is more advantageous to the community, as articulated in the General Plan or other adopted city plans;**	**Criterion Met:** (Yes/No) **YES**
(i) When the South-Central Highway Corridor Protection District (SCHC) was created in 1986, the City did not make accommodations for current and intended future uses on individual tracts within the SCHC district. As it did when the 2017 West River Corridor Plan was adopted, the City should have identified recommended future land use and zoning for subareas and parcels within the corridor in order to ensure proper implementation of the intent of the SCHC Overlay. Because this was not done originally nor amended for consistency with subsequent planning efforts, the implementation of the SCHC Overlay is at times inconsistent with the intent, with the conditions on the ground, and the principles and values articulated in subsequent City plans and studies. (ii) The most significant change in the surrounding area is the establishment of commuter rail service in Santa Fe and, specifically, the location of a Rail Runner stop adjacent to the subject properties. The Rail Runner Station is an important public investment that deserves commensurate development of the adjacent properties to create the vibrant mixed-use, walkable, transit-focused community that City planning studies have called for repeatedly over the last twenty years. Since the mid-1980s, development intensity has moved further south along the St. Francis Drive corridor, bringing with it increases in commercial use and housing density. Zia Station has the potential to become an important node for local and regional transit, and a critical transition point from the southern portion of the highway corridor to the more intensive built environment that has extended from the north in recent decades. The proposed development aligns with the changes that have occurred in the corridor over the last thirty-five years and could provide a compatible transition between the character of the southern highway corridor and the northern, more intensively developed City center. At the time the SCHC was adopted, the area was an underdeveloped highway corridor with a 50-foot-high, derelict pumice plant surrounded by low density residential neighborhoods. Since then, the area has seen the removal of the pumice plant, the introduction of a shopping center	

to the east, the development of Rodeo Business Park to the south, the investment in multi-modal transportation infrastructure in the Rail Runner station and Rail Trail, and the designation of the Midtown LINC as a higher density, mixed-use redevelopment district nearby to the north. The proposed map amendment to exclude the subject property from the SCHC Overlay aligns with the changes that have occurred in the corridor over the last thirty-five years and will allow the property to be developed as a compatible transition between the character of the southern highway corridor and the northern, more intensively developed City center.

(iii) As stated above, the proposed land uses for Zia Station align with General Plan Themes and Policies, such as Affordable Housing, Transportation Alternatives, Economic Diversity, Urban Form/Higher Densities, Community Oriented Development, and Mixed-Use. Furthermore, the General Plan Land Use Framework includes the following elements: Compact Urban Form, Mix of Uses in All New and Existing Neighborhoods, Mix of Housing Types in All Neighborhoods, and Transit Supportive Development. In an effort to implement values prioritized in its General Plan, Rail Corridor Study, and Metropolitan Transportation Plan, the City has laid the foundation for the creation of a vibrant, mixed-use and transit-focused neighborhood in the immediate vicinity of and including the subject parcels over the last twenty years. In July 2001, the City commissioned a Multi-Modal Transit Facility Report, in which the Pumice Plant property was identified as an ideal transit facility. In January of 2004, the City approved a General Plan Amendment that designated the Phase 2 property between Galisteo and St. Francis as "Transitional Mixed-Use." In December of 2007, the Santa Fe MPO identified the Zia Station site as a future Rail Runner stop. In 2011, the City initiated public hearings regarding the opening of the Zia Station Rail Runner stop, and by the end of 2011 the City officially made a request to the NMDOT to open the station and commence rail service there. In 2016, the NMDOT and the City finalized their access and maintenance agreement for the site, and in April 2017, passenger service commenced at Zia Station. This timeline is indicative of the efforts to implement and act upon values articulated in the 1999 General Plan. Specifically, the provision of multi-modal transportation alternatives and a mixture of land uses and housing types, the promotion of sensitive, compatible infill development (to include urban form/higher densities), the diversification of the economy (which is predicated upon adequate housing supply), improvement of quality of life, and active participation in the creation of affordable housing. The Applicant believes that the height restriction of the SCHC will limit the residential density required to create a transit-focused development that will capitalize on the public investment in commuter rail.

Criterion 2 [14-3.5(C)(1)(b)]: all the rezoning requirements of Chapter 14 have been met;	**Criterion Met:** (Yes/No) **YES**
The Applicants have met the Chapter 14 procedural requirements for re-zoning, including holding an Early Neighborhood Notification Meeting, posting and mailing of notification requirements, and submitting required application submittals. The Applicant is not requesting any variances.	
Criterion 3 [14-3.5(C)(1)(c)]: the rezoning is consistent with the applicable policies of the General Plan, including the future land use map;	**Criterion Met:** (Yes/No) **YES**
As stated in Section (iii) above, Zia Station aligns with General Plan Themes and Policies, such as Affordable Housing, Transportation Alternatives, Economic Diversity, Urban Form/Higher Densities, Community Oriented Development, and Mixed-Use. Furthermore, the General Plan Land Use	

Framework includes the following elements: Compact Urban Form, Mix of Uses in All New and Existing Neighborhoods, Mix of Housing Types in All Neighborhoods, and Transit Supportive Development.

With respect to the Future Land Use Map, General Plan Amendment requests accompany this application. The proposed Amendment is consistent with surrounding uses identified on the Future Land Use Map and better reflects the intent of the General Plan policies identified above. Surrounding land uses within this portion of the SCHC as seen on the Future Land Use Map include Community Commercial, Business Park, Office, and High Density Residential. The proposed exclusion of the subject property from the SCHC is consistent with previous actions of the City to implement the guiding development principles identified in the General Plan, such as mixed-use, infill, affordable housing, multi-modal transportation, and economic diversification, as demonstrated in the City's amendment to the Midtown LINC Overlay approved in 2019. In this amendment, the City allowed the Midtown LINC Overlay provisions to supersede the SCHC Overlay provisions in order to better implement the General Plan by promoting higher density residential development, complementary non-residential uses, and innovative redevelopment. This proposed rezoning to exclude the property from the SCHC Overlay district would achieve a similar effect for a related purpose in a nearby area.

General Plan policies and resulting City Ordinances allow for height above two stories elsewhere in the City, primarily in the Business Capitol District (BCD), where heights up to 56 feet are allowed in one sub-district and heights of 36 feet are allowed in several of the sub-districts. The purpose statement for the BCD District states that it is intended to provide a mixture of land uses including residential, in recognition that the economic health of the City depends on economic viability of that area. The City's establishment of and definition of Transitional-Mixed Use future land use designation specifically addressed Section 3.3 of the General Plan, in calling for a mixture of land uses in all new and existing neighborhoods in order to encourage walkable, integrated neighborhoods where services and amenities are designed to complement and enhance the quality of life. The Governing Body saw fit to apply the Transitional Mixed Use future land use designation to this site in 2004. The proposed rezoning is consistent with this future land use designation and multiple City studies and plans, as detailed elsewhere in this staff report.

Criterion 4 [14-3.5(C)(1)(d)]: the amount of land proposed for rezoning and the proposed use for the land is consistent with city policies regarding the provision of urban land sufficient to meet the amount, rate and geographic location of the growth of the city;	**Criterion Met:** (Yes/No) **YES**

General Plan Figure 4-4, Urban Sub-Areas, designates the subject properties and surrounding area as an "Infill Area." General Plan Section 4.1 states, "In both 'infill' and 'future growth' areas, the city must encourage higher densities of residential and commercial development than existing zoning often allows" to help "create efficient use of already existing roads and utilities, help ensure cost-efficient public transit, and provide the type of housing that will be in demand...".

The Applicant believes that the height restriction of the SCHC will limit the residential density required to create a transit-focused development that will capitalize on the public investment in commuter rail at this site, and will fail to capitalize on the existing infrastructure as well.

Criterion 5 [14-3.5(C)(1)(e)]: the existing and proposed infrastructure, such as the streets system, sewer and water lines, and public	**Criterion Met:** (Yes/No)

facilities, such as fire stations and parks, will be able to accommodate the impacts of the proposed development.	**YES**
The subject parcels have direct access to existing public roadways and public water and sewer infrastructure. In addition, the site is adjacent to the Rail Trail, providing access to the City's network of urban trails and open space. Most importantly, the subject properties are adjacent to the Zia Rail Runner Station, providing a unique opportunity to maximize the benefits of this key piece of public infrastructure with the establishment of a transit-focused development. A traffic impact analysis was performed to assess the impact of the additional traffic anticipated to be generated by the proposed development. See the **Access and Traffic** section of this report (Page 32) for proposed traffic improvements.	
Criterion 6 [14-3.5(C)(2)]: Unless the proposed change is consistent with applicable General Plan policies, the planning commission and the governing body shall not recommend or approve any rezoning, the practical effect of which is to: **(a) allow uses or a change in character significantly different from or inconsistent with the prevailing use and character in the area;** **(b) affect an area of less than two acres, unless adjusting boundaries between districts;** **(c) or benefit one or a few landowners at the expense of the surrounding landowners or general public.**	**Criterion Met:** (Yes/No) **YES**
(a) As stated several times in this report, the character of the St. Francis corridor has changed over time. Multi-family housing is plentiful along the southern St. Francis corridor, especially on the east side. To the north, the LINC Overlay recognizes the need for increased height to provide density that will support walkable, mixed-use neighborhoods. (b) At 21.0 acres, the proposed rezoning is well over the two acre threshold. (c) Zia Station not only complies with numerous General Plan policies as addressed above, it is a model of the type of mixed-use, walkable community that the General Plan and other City plans encourage. The public will be served by development that will see adequate return on and maximize the benefit of significant public investment in multi-modal transportation infrastructure at the Zia Rail Runner Station and the Rail Trail. The City should act to allow commensurate private investment in the provision of diverse housing and employment options, as well as neighborhood scale commercial services, as articulated in many City plans. The proposed map amendment helps the City achieve this while furthering General Plan policies and principles.	
Criterion 7 [14-3.5(D)(1)]: If the impacts of the proposed development or rezoning cannot be accommodated by the existing infrastructure and public facilities, the city may require the developer to participate wholly or in part in the cost of construction of off-site facilities in conformance with any applicable city ordinances, regulations or policies;	**Criterion Met:** (Yes/No) **YES**
DRT review indicated that utility infrastructure would be able to handle the proposed density. A traffic impact analysis was performed to assess the impact of the additional traffic anticipated to be generated by the proposed development. The Applicant will make road improvements both on and	

off-site. See **Access and Traffic** section of this report (page 32) for proposed road improvements.	
Criterion 8 [14-3.5(D)(2): If the proposed rezoning creates a need for additional streets, sidewalks or curbs necessitated by and attributable to the new development, the city may require the developer to contribute a proportional fair share of the cost of the expansion in addition to impact fees that may be required pursuant to Section 14-8.14.	**Criterion Met:** (Yes/No) **YES**
The developer will cooperate and participate, wholly or in part, with any applicable costs of construction in addition to impact fees. The Applicant will make road improvements both on and off-site. See Traffic section of this report for proposed road improvements.	

XV. PROJECT ANALYSIS: PRELIMINARY DEVELOPMENT PLAN

Project Description

The Preliminary Development establishes a Planned Unit Development that will govern the future development of the property. The project will be developed in two Phases, including sub-phases, as described below:

	Phase 1A	Phase 1B	Total Residences
Phase 1 (North Parcel)	244 Apartments	14 Townhomes	258 Residences
Acreage			10.91 acres
Flood Plain & ROW			0.47 acres
Net Acreage			10.44 acres
Overall Density			25 dwelling units/acre

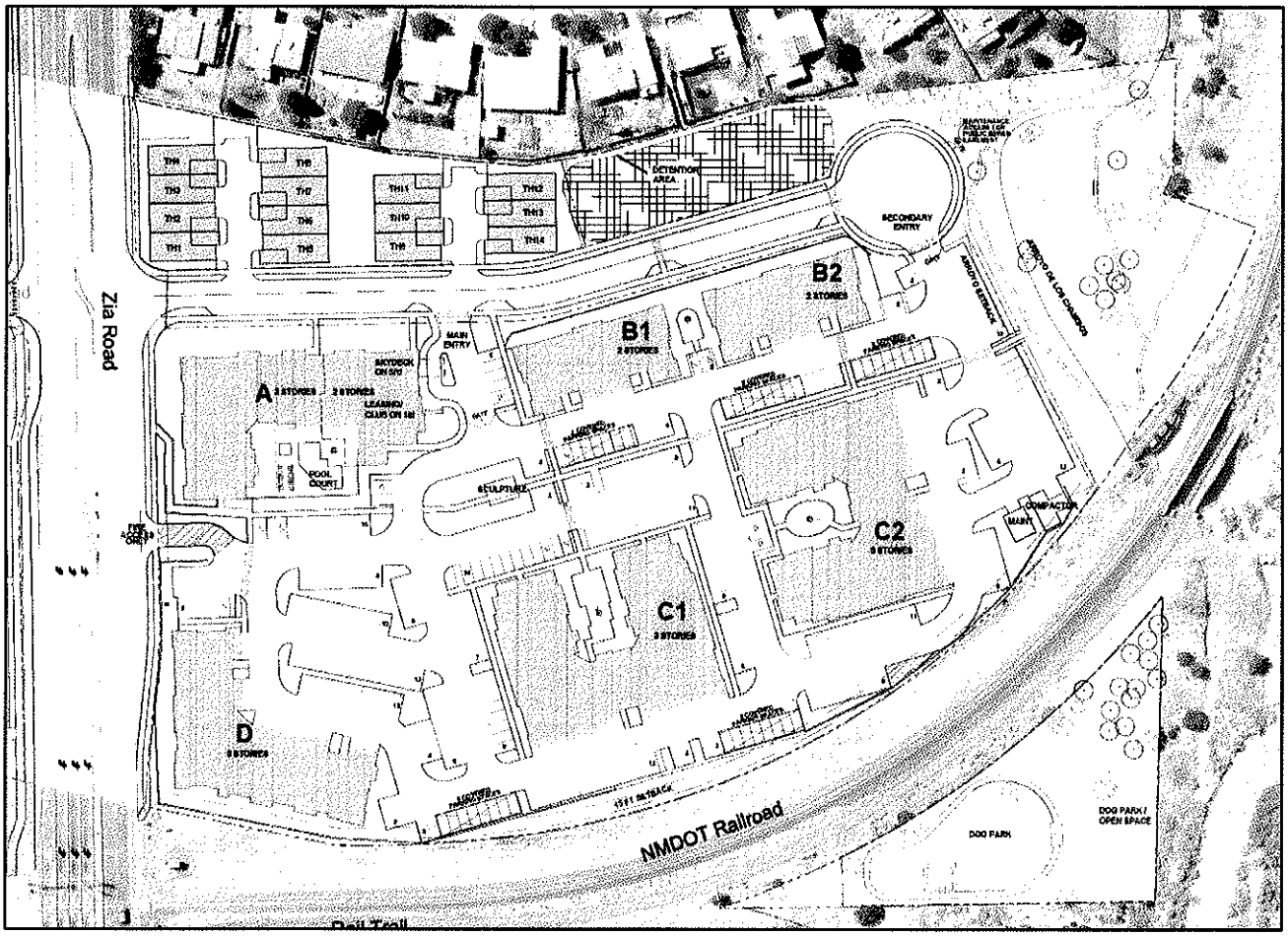
Phase 2 (South Parcel)			8.9 acres
Residential	112 Apartments	14 Townhomes	126 Residences
Office			84,000 sf
Restaurant/Retail			36,000 sf

Phase 2 will also be developed in sub-phases. As the most market-driven element of the project, the mix of permitted uses may adjust over time and will be defined in the Final Development Plan application for each sub-phase.

Phase 1 (North Parcel) – Multi-Family

The area west of the proposed north extension of Galisteo Road will be developed with two townhome compounds and open space to serve as a transition between the single-family houses to the west and the multi-family community proposed between Galisteo and St. Francis. The apartment buildings that front Galisteo will be limited to two stories, with the exception of the southern portion of Building A at the corner of Zia and Galisteo. The remaining buildings adjacent to St. Francis Dr. will be three-stories. However, the finished floor elevation of these buildings will be 18 feet below the grade of St. Francis Drive, so only one and a half stories will be visible from St. Francis.

Community amenities will include landscaped courtyards, a pool, a fitness center, resident lounges, and sky decks. Access is provided to the existing footpaths along the Arroyo de los Chamisos and the Rail Trail is accessible via connections to the newly widened sidewalk on Zia, which will also provide direct access to the Rail Runner Station. In addition, the 0.90-acre parcel at the northeast corner of the site will be developed as a dog park, which is adjacent to the Rail Trail and the St. Francis underpass.



Phase 1

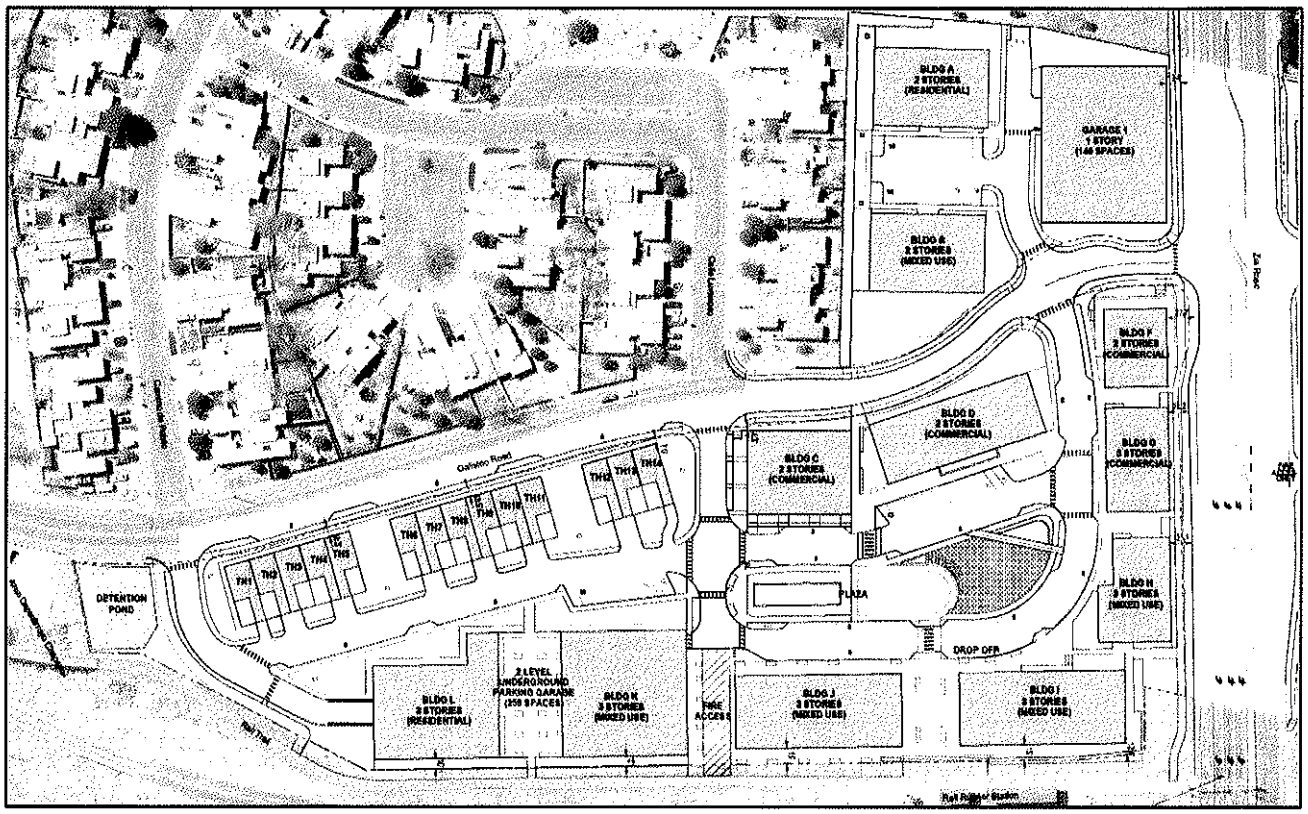
Phase 1 includes the construction of the following roadway improvements:

1. Zia Road modifications to create three eastbound left-turn lanes and one through/right-turn lane, with associated bike lane and sidewalk improvements.
2. Realignment of the northern extent of Galisteo Road approximately 180 feet west.
3. New extension of Galisteo Road north of Zia Road to serve Phase 1.
4. Secondary, gated emergency access drive between St. Francis and Galisteo.
5. Mid-block HAWK activated crosswalk with mid-street pedestrian refuge island.

Phase 2 (South Parcel) – Mixed-Use

Phase 2 includes a combination of one, two, and three-story buildings comprising a mix of residential, office, retail, and restaurant uses. The design intent is the creation of a walkable, transit-focused community environment with diverse housing options and access to commercial services. The buildings along Galisteo Road will be one or two stories. The area west of the realigned Galisteo Road will include two-story residential and mixed-use buildings, as well as a one-story parking structure. Landscape buffers will be provided along the south and west boundaries adjacent to Candelero Park and existing residential development.

The townhomes proposed along the east side of Galisteo are intended to mirror the existing Candelero townhome development across the street, serving as a gradual transition to the mixed-use project elements further east. Further north along Galisteo, two-story buildings will accommodate retail, restaurant, and office uses. The remaining buildings along Zia and St. Francis will be three stories.



Phase 2

Typically, ground floors in Phase 2 will include retail, services, and restaurants. Second floors could be office, residential, or a combination. All third floors are proposed to be residential units. Typical Conceptual Building Elevations are included in the Preliminary Development Plans. A high architectural standard is proposed, utilizing traditional vernacular and contemporary expressions of "Santa Fe Style". The buildings will harmonize with one another and their surroundings, while eschewing homogeny. This is achieved through engaging with several local architects to create a diverse architectural vision. Proposed buildings will need to demonstrate compliance with SFCC Table 14-8.7-2: Architectural Design

Standards and Point Allocations. The community's character is intended to create dynamic streetscapes filled with activity.

The project's pedestrian network connects to the adjacent public sidewalks, the Rail Trail, and, most importantly, the Rail Runner Station. Areas between buildings create pedestrian connections within the site and connection with the surrounding neighborhood, as well as opportunities for outdoor dining. The heart of Zia Station is the plaza area inside the looped access drive, which will provide community gathering space that could accommodate special events. Zia Station is envisioned as a natural extension of the adjacent neighborhood, providing pedestrian connectivity and access to services, with a gradual increase in development scale from the low intensity uses to the west transitioning to the high intensity uses along the St. Francis corridor.

The proposed permissible uses outlined in the PUD Preliminary Development Plan are as follows:

- Residential – Townhomes, Lofts, and Multi-Family
- Professional Offices
- Medical Offices/Services
- Neighborhood Serving Retail
- Salon/Spa/Barber Shop
- Art Studios/Galleries
- Gym/Fitness/Dance/Yoga Studio
- Florist
- Restaurants (no fast food) – Casual Dining, Farm-to-Table, Gastro Pub, Deli/Specialty Foods, Bakery, Coffee Shop
- Dry Cleaner
- Bookstore
- Bank (no drive-through)
- Consignment Shop
- Theater/Performance Space
- Bicycle Shop
- Government/Community Services

Drive-through services of any type will be prohibited throughout the project.

Parking

Parking for the Phase 1 residences will be provided with a combination of surface, covered, and garage spaces. The required parking is outlined below:

	Number	Size	Spaces	Required	Provided
Townhomes	14	-	2 per unit	28	28
Apartments	196	< 800 sf	1.25 per unit	245	
Apartments	48	800-1200 sf	1.5 per unit	72	
Total Apartments				317	324*

**Includes 12 Accessible Spaces, 48 Garage Spaces, 39 Carport Spaces and 225 Surface Spaces*

In addition, the new north extension of Galisteo Road will include 17 public on-street parking spaces, which will offset the loss of the existing Rail Trail trailhead parking area.

The Phase 2 parking program includes surface, on-street (private and public), and structured:

	#	Gross Floor Area (GFA)	Net Leasable Area (NLA)	Spaces	Required	Provided
Townhomes	14	-		2 per unit	28	28
Apartments (Average)	112			1.375 per unit	154	
Office		84,000 sf	63,000 sf	1.5 per 350 sf NLA	180	
Commercial		36,000 sf	27,000 sf	1 per 200 sf NLA	135	
Total Required					**497**	
Surface including 4 ADA						89
Garage 1 including 8 ADA						140
Garage 2 including 8 ADA						259
Total Provided						**516**

A 140-space single story, ground level parking structure (Garage 1) will be constructed on the parcel at the southwest corner of Galisteo and Zia. Buildings K and L are located above Garage 2, a two-level underground parking structure, with an entrance on the north side and an entry/exit point on the south. In addition, 13 new, public on-street parallel spaces will be constructed on the east side of Galisteo in front of the townhomes. These spaces are not counted toward the required parking. As Phase 2 develops, there may be opportunities to employ shared parking among the residential and commercial uses in accordance with SFCC Subsection 14-8.6(B)(4)(d). This will be addressed as part of the Final Development Plan application for each sub-phase.

Access and Traffic

The following roadway improvements will be constructed as part of Phase 1:

1. Zia Road modifications to create three eastbound left-turn lanes and one through/right-turn lane, with associated bike lane and sidewalk improvements.
2. Realignment of the northern extent of Galisteo Road approximately 180 feet west.
3. New extension of Galisteo Road north of Zia to serve Phase 1.
4. Secondary, gated emergency access drive on the north side of Zia between St. Francis and Galisteo.
5. Mid-block crosswalk with mid-street island pedestrian refuge and HAWK activated lights and signals (describe better)

Access to both phases of the project will be via Galisteo Road (existing and proposed). A new north extension of Galisteo Road will be constructed to serve the North Parcel terminating in a cul-de-sac and dedicated as a 50-foot public right-of-way. The roadway will be constructed in conformance with sub-collector standards. However, in accordance with SFCC Section 14-9.2(B)(3), the Applicant is requesting approval of an "innovative street design", providing on-street parallel parking on the east side with

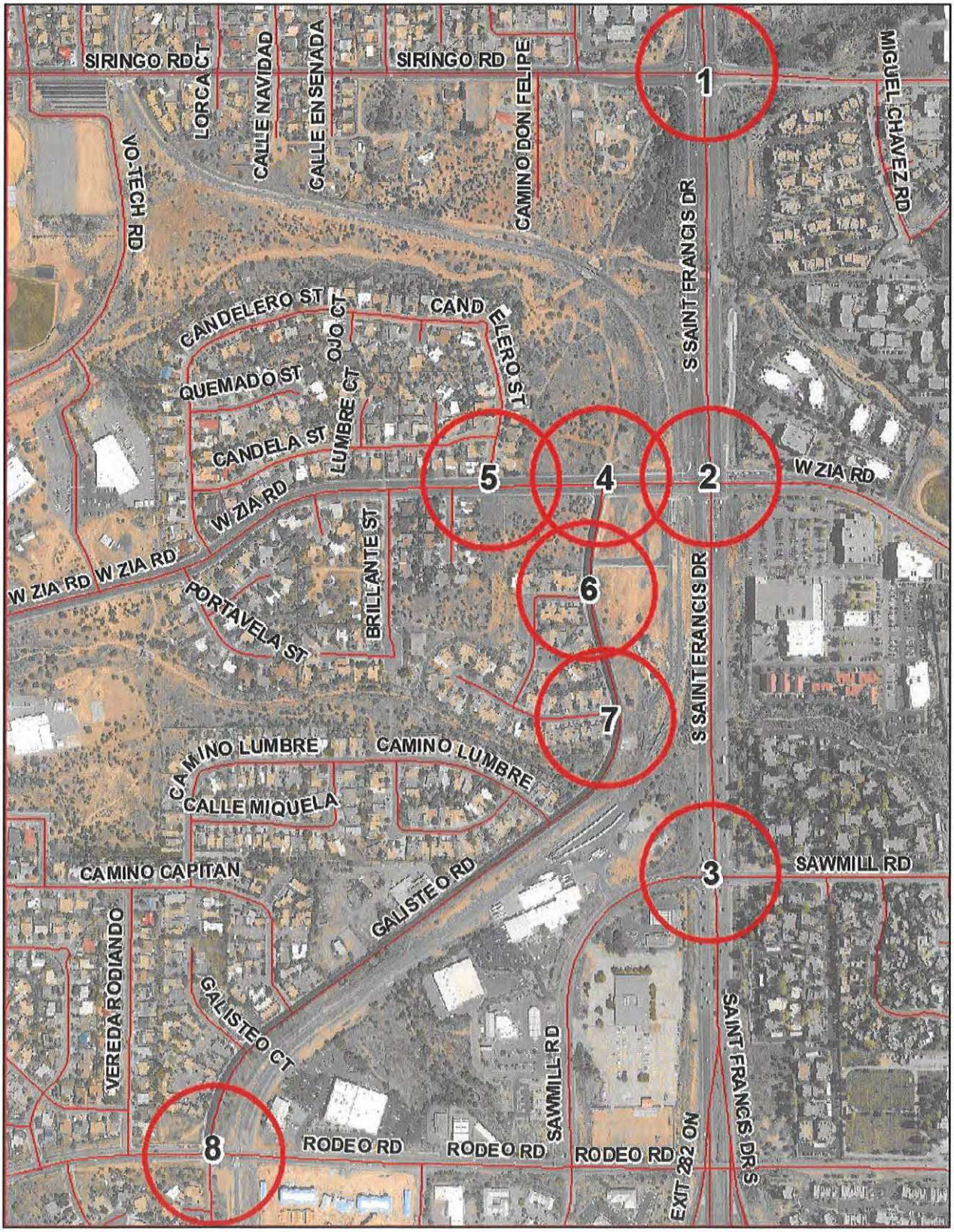
sidewalks at the back of curb in order to better accommodate entering and exiting vehicles. The requisite street trees will be planted behind the sidewalk. The intersection with Zia Road is limited to a right-in/right-out/left-in access. Lastly, a gated, secondary emergency access drive will be constructed on Zia Road between Galisteo and St. Francis.

As described above, the plan includes the realignment of Galisteo Road on the south side of Zia approximately 180 feet west of St. Francis, significantly increasing the eastbound queue capacity at St. Francis. Three access points to Phase 2 are proposed on Galisteo Road. The driveway just south of Zia will permit right-in/right-out and northbound left-in turning movements. The next two driveways are aligned with Calle Luminoso and Camino de Pabilo respectively and will be full access. All on-site driveways accommodate two-way traffic with road width ranging from 24 – 26 feet and include parallel and angled on-street parking. In addition, 13 new, public on-street parallel spaces will be constructed on the east side of Galisteo in front of the townhomes. Vehicular access to the townhomes will be via the driveway to the rear. Lastly, a Rail Runner drop-off lane is provided in front of Building I.

Modifications to Zia Road will create a "complete street" and will include the construction of three eastbound left-turn lanes at St. Francis and eastbound and westbound right-turn lanes and left-turn lanes at Galisteo, as well as bike lanes. In order to enhance and celebrate the pedestrian experience on Zia, the sidewalk on the north side will be increased to 6-feet with the addition of a 5-foot planter strip. On the south side, the sidewalk will be increased to 8 feet and separated from the roadway with a 7-foot planter strip.

A Traffic Impact Analysis (TIA) was performed by Bohannan Huston, Inc. The scope of the analysis was established in coordination with the City Public Works Department and the NMDOT, with the following intersections analyzed:

1. St Francis Drive and Siringo Road
2. St Francis Drive and Zia Road
3. St Francis Drive and Sawmill Road
4. Zia Road and Galisteo Road
5. Zia Road and Candelero Street
6. Galisteo Road and Calle Luminoso
7. Galisteo Road and Camino de Pabilo
8. Galisteo Road and Rodeo Road



Intersections analyzed in TIA

The findings of the Analysis are summarized below:

Existing Conditions:

- The St. Francis Drive/Zia Road intersection does not operate at acceptable levels of service, with intersection failures and queuing issues during the AM and PM peak hours.
- The analyzed unsignalized intersections currently operate at acceptable levels of service.

No-Build Conditions (2024)

- The St. Francis Drive/Zia Road intersection will continue to experience unacceptable levels of service with increased delays.
- The unsignalized intersections will operate at acceptable levels of service.

Build Conditions (2024 Implementation Year)

- With construction of the proposed Zia Road improvements, the St. Francis Drive/Zia Road levels of service improve, with no failing conditions, and queues are greatly reduced.
- The unsignalized intersections continue to operate at acceptable levels of service.

Galisteo Realignment

The proposed realignment of Galisteo will involve the vacation of a portion of the existing ROW and dedication of new ROW to the City. Following action by the Governing Body on the proposed general plan amendments and rezoning applications, the Applicant will submit a formal request to the City to vacate approximately 15,825 square feet of ROW and accept dedication of new ROW.

Currently, the Galisteo Road/Zia Road intersection does not function well due to its proximity to St. Francis, creating delays and safety concerns. Furthermore, based on the results of the Traffic Impact Analysis and planned roadway improvements (see **Access and Traffic** section of this report, page 32), the relocation will provide more eastbound left-turn lane storage, greatly reducing the peak hour queues and delays. The existing waterline and any other utilities located within the existing Galisteo Road ROW will be relocated at the Applicant's expense.

The vacation process is addressed in NMSA 1978, Section 3-21-12 to -12 and SFCC Section 23-1.2, which require consideration of a variety of factors including the following:

- Whether the public right-of-way continues to be a necessary part of the city's utility easements which should not be disturbed;
- Whether the public right-of-way is a necessary and integral part of the city's traffic and neighborhood scheme for travel;
- Other interests such as whether the public right-of-way is no longer needed or used as a public right-of-way or has become a public nuisance and no other reasonable remedy is available to abate the nuisance;
- Whether the vacation will adversely affect the interests or rights of persons in contiguous territory; and
- Whether the proposal will affect the existing rights of any utility.

If this project moves forward as proposed, the Applicant will file an Application to Vacate and Dedicate Right of Way. The application would include construction drawings for the planned roadway and a

proposed Vacation and Dedication Plat. The Public Works Committee would review the proposal at public hearing, and Governing Body must approve the partial vacation by Resolution. If the Governing Body passes a Resolution approving the partial vacation, the partial vacation would then need to be approved by the Planning Commission, which also has the authority to review and approve the dedication of the proposed new right of way in conjunction with an application for development plan approval.

Pedestrian and Bicycle Connectivity

As a multi-modal mixed-use development, the Zia Station project recognizes the importance of a well-connected, safe, and appealing environment for pedestrians and bicyclists. New, wider sidewalks along Zia Road and Galisteo Road connect to existing sidewalks and to the Santa Fe Rail Trail. An internal network of sidewalks and pedestrian-focused areas provide internal connections and link to perimeter adjacent sidewalks, urban trails, and social trails. New soft-surface trails north of Galisteo Road along the Arroyo de los Chamisos connect to existing social trails on both sides of the arroyo. These trails can be accessed from a trail access point at the end of the Galisteo Road North cul-de-sac. Trailhead parking is provided in new parallel parking along the east side of Galisteo Road.

The streetscape at the center of the Zia Station development has parallel/angled parking, street trees, and striped crosswalks to slow vehicular traffic and promote a pedestrian-friendly environment. Furthermore, the project facilitates bicycling by providing a new 8' wide urban trail connection to the Santa Fe Rail Trail from Galisteo Road. On-road bike lanes on new/improved segments of Galisteo Road and Zia Road connect to the existing network. Bicycle racks will be distributed throughout the site.



Proposed HAWK pedestrian crossing at realigned Galisteo Street, also showing U-turn accommodations just east of Galisteo, where the ROW is widened for a deceleration/right turn lane.

The Applicant has submitted a proposal for a mid-block, High-Intensity Activated Crosswalk (HAWK) crosswalk design incorporating a mid-Zia pedestrian refuge. The design incorporates lights to stop traffic only as needed, and only in one direction of traffic at a time (assuming no one is crossing the other direction).Pedestrians from the north side of Zia Road would activate the HAWK beacon at the northeast corner of Galisteo and Zia, which will stop vehicles traveling westbound on Zia. The pedestrian crosses to the diagonal median, which provides a safe refuge area and directs pedestrians west and south to the

opposite travel lanes. There the pedestrian would activate another HAWK beacon, stopping eastbound traffic. The pedestrian would then complete their crossing of Zia, ending up at the southwest corner of Zia and Galisteo. This is a design that is used successfully elsewhere, and will be the first pedestrian crossing of its type in Santa Fe.

Terrain Management

Phase 1 terrain slopes from east to west with an overall grade change of approximately 20 feet. The Arroyo de los Chamisos traverses the north end of the site. The apartment buildings will be stepped in some locations to match the natural terrain. Retaining walls are proposed along Zia and St. Francis. Storm water will be harvested in landscaped areas and directed to a detention pond incorporated into the landscaped open space north of the townhomes. Per SFCC requirements, on-site detention is adequate to ensure that there will be no new runoff to the Arroyo due to development of the land.

The Phase 2 property on the east side of Galisteo primarily slopes from north to south, while the site on the west side slopes from the southeast to the northwest. Landscaped areas passively harvest storm water, with flows collected in decentralized swales and via a detention pond at the southern end of the site.

The storm water management approach is summarized below:

- For the north site, there are three existing outfall locations: Arroyo de los Chamisos, the existing drainage channel at Candelero Street, and Zia Road itself. For the south site, drainage either discharges to the south at Arroyo Chaparral (also known as Arroyo en Medio) and at Zia Road in two locations: at the Galisteo Road intersection and to the west near Candelero Park.
- Under proposed conditions, on-site infrastructure will maintain these historic flow patterns and outfall locations, albeit at discharge rates that have been reduced below existing flow rates. No developed areas will discharge directly to the Arroyo de Los Chamisos. On-site drainage management will be accomplished using landscape buffers and passive water harvesting techniques, as well as flood management infrastructure such as storm drains and detention ponds that restrict and reduce outflows. Two detention ponds will be constructed as part of the development: one within the north site located north of the townhomes and one within the south site, adjacent to the Arroyo Chaparral (Arroyo en Medio).
- No development is proposed to be located within FEMA Flood Hazard Zones and all structures have been set back from the arroyo edge per City Code requirements, and no modifications to or within the arroyos themselves are proposed at this time.

Water harvesting for the project capitalizes on surface collection and passive water harvesting to help support new landscaping. Passive water harvesting strategies include sloping impermeable surfaces such as sidewalks and paved areas to direct runoff to landscape planting areas, fine grading swales for surface water harvesting, installing curb cuts at parking/roadway medians to divert water to planter medians, and directing rainwater from roof canales/downspouts to adjacent planter beds.

Environmental Review: Archaeology and Prairie Dogs

The subject parcels are located within both the Suburban and the River & Trails Archaeological Districts. An archaeology survey has been conducted and was reviewed by the City Archaeological Review

Committee (ARC) on January 14, 2021. The ARC asked for revisions to the report and will reconsider the project. The site will be assessed for Gunnison's prairie dogs and any colonies will be relocated prior to issuance of construction permits.

Water and Sewer

Water is available via lines in Zia and Galisteo Roads and sewer connections will be made at the manhole in Zia east of Candelero St., at the Arroyo de los Chamisos line, and at the existing line at the southern end of Phase 2. Service will be provided via a combination of public and private lines as depicted in the attached Utility Plans. Gated access for maintenance of the Arroyo de los Chamisos sewer line is provided at the north end of the Galisteo cul-de-sac. There is an existing waterline in the portion of Galisteo Road to be realigned, which will be relocated as part of the roadway construction.

Water Budget

The Phase 1 Water Budget is estimated at 25.87 acre feet per year and the Water Budget for Phase 2 is estimated to be 22.7 acre feet per year. In accordance with the City's requirements, water rights will be provided to offset the project's water demand. The Applicant will acquire water rights to offset the project's water demand in accordance with SFCC Section14-8.13. Water Budgets are included in Exhibit G(3).

Landscaping and Open Space

In Phase 1, a minimum of 250 square feet of open space is required per ground floor dwelling unit per SFCC Subsection14-7.5(D)(8)(c). The open space calculation is as follows:

	Required	Type	Provided
Townhomes	250 sf x 14 ground floor units = 3,500 sf	-	9,143 sf
Apartments	250 sf x 93 ground floor units = 23,250 sf	Common Open Space	168,708 sf (38.12%)
		Private Open Space	20,000 sf
		Total	188,708 sf

The Phase 2 project will incorporate passive water harvesting methods and, therefore, the required open space is a minimum of 20% of the lot area. Open space is provided as outlined below:

Required	Provided
76,740 sf/1.76 acres	161,972 sf/3.72 acres (42.2%)

The project landscape approach is tailored to provide a range of enjoyable outdoor areas for public use, to provide an urban tree canopy of diverse species to help reduce heat island effect, and to transition to native landscapes along property edges. Plant selections focus on drought tolerant, pest resistant, and appropriate species that are viable in urban/semi-urban settings. A diverse combination of native and introduced plant species will provide biodiversity, wildlife habitat, and resilience to climate shifts.

Phase 1 Open Spaces and Landscaping

Common open space within the residential areas of Phase 1 include a range of active and passive gathering spaces for residents. For the apartments, this includes a pool area with spa, ramada, and lounge areas adjacent to the main entrance/lobby. Three additional common areas nestled within

apartment buildings serve as passive gathering areas with seating and fire pits. A central north-south pedestrian corridor connects the apartment buildings to the Zia Road sidewalk to the south. The detention pond along the northwest side of the new Galisteo Road will be planted with a range of native trees and shrubs to evolve into a dense riparian buffer between the new development and existing residential properties. For the townhomes, in addition to the private courtyards for each home, a semi-private common open space can serve as an informal gathering area with shade and seating. A series of evergreen and deciduous trees and a perimeter fence along the west property line buffer the townhomes from existing neighboring residential properties. Lastly, a 0.9-acre fenced dog park can be accessed off of the existing Santa Fe Rail Trail and will be available for use by both dog-owner residents of the proposed development and the public at large.

Phase 2 Open Spaces and Landscaping

Phase 2 mixed-use development landscaping will help foster a vibrant, pedestrian-focused outdoor environment. A central plaza with a sloped lawn, amphitheater seating, and stage serves as a focal point for the development and a flexible area for events, markets, and passive recreation. Generous landscaped areas between buildings along the east boundary connect to Zia Station and the Rail Trail to encourage multi-modal access at multiple locations. Streetscape improvements in the central zone focus on wide sidewalks/paved areas with shaded tree canopies and pockets of landscape planting to provide pleasant settings for ground-floor business outdoor use areas.

New generous sidewalks along Galisteo Road, Zia Road, and internal streets will provide connectivity within the new development and link to existing perimeter urban trails and sidewalks. This pedestrian environment will be more appealing and safer with the additional shade from street tree canopies and landscaped buffers between walkways and roadways.

Landscape improvements along the west and south boundaries will be planted with native evergreen and deciduous species to screen views of the new buildings from existing residences and transition to adjacent open space native landscapes.

Fire Protection and Emergency Access

All buildings will be equipped with automatic fire suppression and, in accordance with IFC requirements, the drive lanes will be 26 feet wide adjacent to three-story buildings. Access to the Phase 1 apartments parking areas will be controlled with vehicular gates that will be equipped with emergency access strobes. New fire hydrants will be installed at requisite intervals and Fire Department Connections to building standpipe systems will be provided where required. A twenty-foot secondary emergency access drive will be constructed on Zia Road to serve Phase 1. The fire lane will be gated and equipped with an emergency access strobe.

Lighting & Signage

LED fixtures mounted at a height of 25 feet will provide lighting to all parking areas in the Phase 1 apartment complex. Phase 2 lighting will include pole fixtures and building mounted lights, and will be detailed and evaluated in the Final Development Plan application for each lot. All lighting will be shielded to prevent light pollution in accordance with the New Mexico Dark Skies Ordinance and shall comply with Section 14-8.9

Santa Fe HOMES Program

The Applicant is proposing a customized affordable housing program subject to review and approval by the Governing Body. The Applicant proposes that 10% of the residential units (39 units) will be priced affordably for a period of ten years, and pay fee-in-lieu for 5% of the units in the amount of $148,814.40. This customized approach has been approved by Office of Affordable Housing Director Alexandra Ladd. The executed HOMES proposal is included in Exhibit G(4).

Architectural Design

Typical Conceptual Building Elevations are included in the Preliminary Development Plans. A high architectural standard is proposed, utilizing traditional vernacular and contemporary expressions of "Santa Fe Style". The buildings will harmonize with one another and their surroundings, while eschewing homogeny. This is achieved through engaging with several local architects to create a diverse architectural vision. Proposed buildings will need to demonstrate compliance with SFCC Table 14-8.7-2: Architectural Design Standards and Point Allocations.

XVI. DEVELOPMENT PLAN APPROVAL CRITERIA SECTION 14-3.8(D)(1)

The proposed development plan meets all development standards and will not create or increase any non-conformities with Chapter 14; therefore staff recommends approval.

SFCC Section 14-3.8 governs the authority, procedures, and restrictions for development plans. The Criteria for approval of Development Plans are detailed below:

Criterion 1: that the Planning Commission has the authority and is empowered to approve the development plan under the section of Chapter 14 described in the application;	**Criterion Met:** (Yes/No) **YES**
Santa Fe City Code (SFCC) Subsection 14-3.8(B)(3)(a) requires a development plan for development with a gross floor area of over thirty thousand square feet in any zone. Subsection 14-2.3(C)(1) authorizes the Planning Commission to review and approve or disapprove development plans. Additionally, C2-PUD rezoning requests require preliminary development plan approval by the Planning Commission	
Criterion 2: that approving the development plan will not adversely affect the public interest; and	**Criterion Met:** (Yes/No) **YES**
The Governing Body has implemented the General Plan and ordinances in order to establish minimum standards for health, safety and welfare affecting land uses and developments as a means to protect the public interest. Subject to staff recommended conditions of approval, the proposed development plan complies with SFCC Chapter 14 and would not adversely affect the public interest. Additionally, if the requested General Plan Amendments and Rezonings are approved, the public interest would not be adversely affected. The Zia Station project serves the public interest through the provision of much-needed housing, including affordable housing, in a mixed-use, walkable environment, with access to multi-modal transit options. In addition, opportunities are provided for local small businesses and entrepreneurs. The project will also construct critical roadway improvements to ameliorate existing congestion issues and improve pedestrian connectivity.	

Criterion 3: that the use and any associated buildings are compatible with and adaptable to buildings, structures and uses of the abutting property and other properties in the vicinity of the premises under consideration.	Criterion Met: (Yes/No) YES
The subject property is located in a mixed-use area comprising significant commercial and multi-family development. The proposed uses and scale of the project is compatible with land uses in the vicinity, while serving as an appropriate transition between the adjacent existing residential development and the St. Francis corridor.	

XVII. EARLY NEIGHBORHOOD NOTIFICATION

A series of three informational neighborhood meetings were conducted in 2019 during the project's initial design phase. The official virtual ENN was held via GoTo-Meeting on October 29, 2020 at 5:30 PM. The meeting started with 65 attendees and at times was attended by up to 90 members of the public. Residents voiced concerns about traffic impacts, building height and visual impacts to the skyline, project density, loss of open space, and impacts to their neighborhood and property values. Skepticism was expressed about the TIA results, and that suggested road improvements could handle traffic presumed to be generated by the project. It was stated that it was difficult for residents to evaluate the project before receiving actual application materials, but staff pointed out that this is always the circumstance with any case. The President of the Candlelight Neighborhood Association requested that another ENN be held for the project.

At approximately 7:45 PM, the Applicant lost their computer connection and Staff attempted to keep it going. At this point, members of the public began to leave the meeting. Eventually, the Applicant restored their computer connection and concluded the meeting. The notes from the ENN meeting are included in Exhibit E.

On Tuesday, November 3, the President of the Candlelight Neighborhood association stated by email that the October 29 ENN failed to fulfill requirements of a proper ENN in multiple ways, and requested by email that a second "official" ENN with full noticing requirements be held, and rejected the Applicant's offer to hold an additional courtesy meeting on November 12th. Noah Berke responded by email, confirming SFCC requirements for filing an application with the City, including ENN requirements. Noah confirmed that an unofficial follow up meeting would be held on November 12 and suggested, with the Applicant's agreement, that a third unofficial "post-application" meeting would be held after the application was filed with the City on November 16, so that everyone had all the application materials to evaluate for themselves.

XVIII. EXPIRATION

The General Plan amendments, the Rezonings, and the removal of the properties from the SCHC, if approved by the Governing Body, will run with the land, are transferrable, and will not expire.

Per SFCC Section 14-3.19(B)(4) "Approval of a final development plan, or any development plan for which no preliminary development plan was required, shall expire three years after final action approving it unless actual development of the site or offsite improvements has begun and is continued pursuant to

Subsection 14-3.19(B)(6)." Therefore, should the Commission approve the preliminary development plan and adopt Findings of Fact and Conclusions of Law at this hearing, the expiration date would be February 4, 2024.

XIX. ATTACHMENTS:

EXHIBIT A: Draft Findings of Fact and Conclusions of Law

1. Case #2020-2898
2. Case #2020-2914
3. Case #2020-2899
4. Case #2020-2900
5. Case #2020-2901

EXHIBIT B: Supporting Material

1. Ordinance 1986-25: Created SCHC
2. Resolution 2001-82: Created Transitional Mixed-Use Designation
3. Resolution 2003-70: Supporting Commuter Rail
4. Resolution 2004-4: GP Amendment to current future land use
5. Resolution 2007-102: Reaffirming Support of Commuter Rail and Outstanding Issues
6. Select Pages Rail Corridor Strategic Plan 2008
7. NMDOT Letter May 7, 2008

EXHIBIT C: Maps and Photos

EXHIBIT D: Development Review Team Memoranda

1. Traffic Review Memorandum
2. MPO Review Memorandum
3. Fire Review Memorandum
4. Terrain Management Review Memorandum
5. River/Trails/Parks Review memorandum
6. Water Engineering Division Memorandum
7. Wastewater Division Memorandum
8. ADA Site Review Memorandum
9. Landscape Review Memorandum
10. Compiled Technical Corrections

EXHIBIT E: ENN

EXHIBIT F: Public Comments Received Through 1/25/2021

EXHIBIT G: Applicant Materials

1. Application Report
2. Project Data
3. Water Budgets
4. Santa Fe Homes Proposal
5. HAWK Pedestrian Crossing Plan
6. Traffic Impact Analysis
7. Proposed Development Plan

APPROVED BY:

Title	Name	Initials
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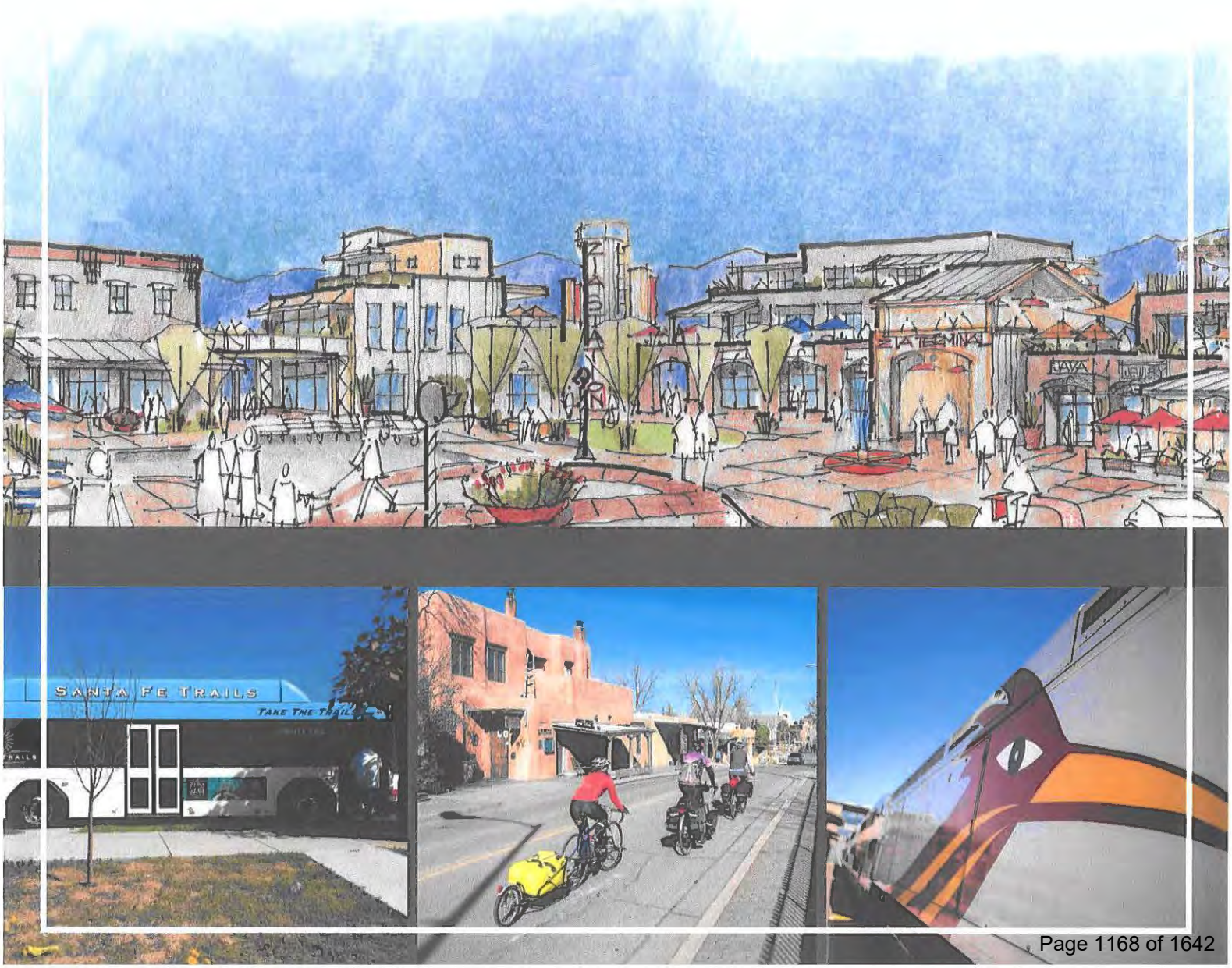
Land Use Department Case Manager	Lee Logston. AICP	*LL*

Exhibit C
(Amendment A)

Bohannan Huston

JENKINSGAVIN
LAND USE | PROJECT MANAGEMENT

ZIA STATION
TRAFFIC IMPACT ANALYSIS
JANUARY 2021



ZIA STATION TRAFFIC IMPACT ANALYSIS

REVISED SUBMITTAL

Date:

JANUARY 2021

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Eric J. Wrage, PE, PTOE/RSP1 **January 5, 2021**

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I. INTRODUCTION AND SUMMARY

Zia Station, LLC proposes to develop vacant land surrounding the Zia Rail Runner Station west of St Francis Drive and north and south of Zia Road. The proposed development will include retail, office, and residential land uses in addition to two parking garages.

A. STUDY PURPOSE

The purpose of the traffic study is to determine the impacts of the proposed development on the surrounding roadway network, evaluate the operation of the proposed site entrances, and to recommend any mitigation measures that may be necessary to support additional traffic generated by the new development.

B. EXECUTIVE SUMMARY

1. SITE LOCATION AND STUDY AREA

The site is located west of St Francis at Zia in Santa Fe, New Mexico. A vicinity map and site plan are shown in Figure 1, and the proposed site plan of the future development is shown in Figure 2.

The study area consists of the following intersections:

- St Francis Drive and Siringo Road
- St Francis Drive and Zia Road
- St Francis Drive and Sawmill Road
- Galisteo Road and Zia Road
- Galisteo Road and Calle Luminoso
- Galisteo Road and Camino de Pabilo
- Galisteo Road and Rodeo Road
- Zia Road and Candelero Street

The intersection evaluations include analysis for the AM and PM peak hours for the following traffic conditions:

- Existing traffic (2020)
- 2024 Completion Year without proposed development (2024 No Build)
- 2024 Completion Year with buildout of the site (2024 Build)

2. PRINCIPAL FINDINGS

The traffic analysis found the St Francis and Zia signalized intersection does not operate at acceptable levels of service under the Existing 2020 and 2024 No Build. Proposed improvements to the eastbound approach are expected to help improve the operation of the intersection in 2024 Build.

In the existing and no build analyses, the St Francis Drive and Siringo Road signalized intersection operates overall acceptably in all analysis periods in the AM but is overall LOS F in most 15-minute analysis periods in the PM. St Francis Drive and Zia Road operates overall F in most analysis periods in the AM and PM, with oversaturated conditions and queueing in the eastbound left lane. St Francis Drive and Sawmill Road operates overall acceptably in all analysis periods in the AM and PM. Each intersection has numerous movements that operate at LOS E or worse in the AM and PM.

In the build analysis, St Francis Drive and Zia Road operates at an overall acceptable LOS in all 15-minute analysis periods in the AM. In the PM, four analysis periods will operate at overall LOS E or worse. The operation of the eastbound left movement improves significantly in both AM PM; however, the eastbound thru/right movement is expected to worsen, particularly in the AM. This is considered to be an acceptable trade-off to the overall improvement to operations at the intersection due to the proposed improvements,

The unsignalized intersections and site driveways operate acceptably in the existing, no build, and build analyses.

3. RECOMMENDATIONS

- All designs shall satisfy the Manual on Uniform Traffic Control Devices (MUTCD) requirements.
- At the intersection of St Francis Drive and Zia Road it is recommended the dual eastbound left-turn lanes be converted to three total turn lanes. The inside most left-turn lane should be extended to a length of 275 feet from the stop bar. The two outside lanes will also serve eastbound left turns, which should extend 400 feet from the stop bar to the new Galisteo Road.
- With the triple eastbound left-turn lanes, the existing shared eastbound thru and right-turn lane will need to be extended east of the Zia Road and Galisteo Road intersection towards the new re-aligned Galisteo Road intersection (see below). Traveling eastbound on Zia Road through Galisteo Road, motorists must move right into the shared thru/right lane. Implementation of temporary signage alerting motorists of the new intersection configuration will be needed.

- This project is proposing to re-align Galisteo Road to the west to increase queue storage on Zia Road between Galisteo Road and St Francis Drive.
- It is recommended that Zia Road and Galisteo Road operate as a left-in/right-in/right-out only intersection. Due to the short distance between this intersection and St Francis Drive, there are safety concerns for the northbound and southbound left-turn movements attempting the cross thru traffic (it is easy to misjudge how fast a vehicle is approaching). This will require construction of a median to prevent northbound and southbound left-turn movements. In addition, the northbound right turn lane will be perpendicular to Zia Road, with a short bulb out to allow passing eastbound drivers access to the eastbound through/right lane at St Francis. This was done as it was considered unsafe to construct the northbound right turn as a free right due to the potential of conflicts with northbound right and eastbound drivers.
- A westbound left-turn lane at Zia Road and Candelero Road is recommended to allow for u-turns. The removal of northbound and southbound lefts from Galisteo Road onto Zia Road may result in motorists performing u-turns at Candelero Road.
- East and westbound right-turn lanes are recommended from Zia Road onto Galisteo Road and should be designed to NMDOT State Access Management Manual (SAMM) deceleration lane standards.
- To accommodate the third eastbound left-turn lane at St Francis Drive and Zia Road, additional improvements will be required at this intersection. This includes adjusting the dual westbound left-turn lanes to properly position the opposing left-turn lanes. Moving the westbound left-turn lanes will require the pedestrian refuge to be located between the westbound left-turn and westbound thru lanes. Other improves include modifying the medians on St Francis to accommodate the eastbound and westbound left-turn lane paths. Considerations for the northbound signal and the drop inlet on St Francis may also be required.



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ZIA STATION TRAFFIC UPDATE ASR
SANTA FE, NEW MEXICO
SITE TRAFFIC ANALYSIS

FIGURE 1
VICINITY MAP

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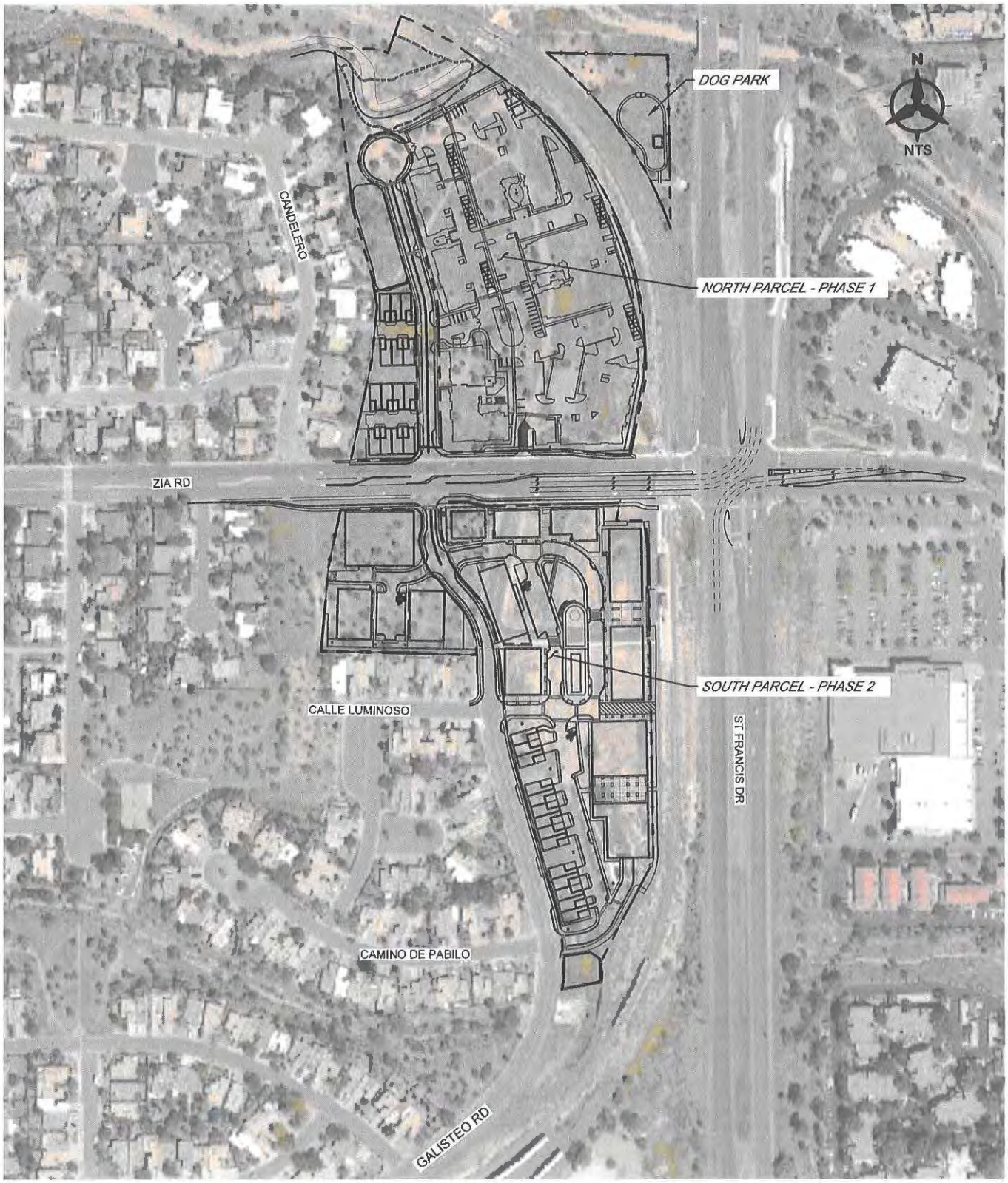

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ZIA STATION TRAFFIC UPDATE ASR
SANTA FE, NEW MEXICO
SITE TRAFFIC ANALYSIS

FIGURE 2
SITE PLAN

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II. PROPOSED DEVELOPMENT

A. LAND USE AND INTENSITY

The proposed development will include single- and multi-family residential, office, restaurant, and retail.

The surrounding area is primarily developed with residential uses west of St Francis Drive and commercial uses east of St Francis Drive.

B. DEVELOPMENT PHASING AND TIMING

The project is expected to be developed by 2024, and the year 2024 was used as the build year in the analysis. The north parcel is expected to develop first, with the south parcel to follow. It is anticipated that a follow-up traffic study will be prepared when the south parcel is developed to determine if the mitigation presented herein continues to result in acceptable level of service.

III. STUDY AREA CONDITIONS

A. STUDY AREA

The study area consists of the signalized intersections of St Francis Drive with Siringo Road, Zia Road, and Sawmill Road. Unsignalized intersections that were evaluated include Zia Road and Galisteo Road, Zia Road and Candelero Street, and Galisteo Road and Rodeo Road. The proposed site access driveways along Galisteo Road were also evaluated as two-way stop-controlled intersections.

B. SITE ACCESSIBILITY

The development south of Zia Road will have access via three proposed driveways, one right in-right out-left in, and two full access. North of Zia Road the development will be accessed from Zia Road and Galisteo Road as a left-in, right-in, right out driveway. All access points are shown in Figure 2, the Site Plan.

C. DATA SOURCES

The data used in this report consist of the traffic counts described below, aerial photography and mapping from Google Earth®, and information provided by SF Brown.

IV. ANALYSIS OF EXISTING CONDITIONS

A. BACKGROUND

1. ADJACENT ROADWAYS

St Francis Drive provides north-south access within the city and regional connectivity north of Santa Fe. St Francis Drive is classified as a principal arterial by the Santa Fe Metropolitan Transportation Organization (MPO). The posted speed limit is 45 miles per hour (MPH). St Francis Drive has three travel lanes in each direction with a continuous center median and two-way left turn lane at signalized intersections. The Santa Fe MPO Traffic Count Data System indicates in 2013 St Francis Drive had an average daily traffic volume (ADT) of about 44,900 vehicles per day (vpd).

Siringo Road is classified as a minor arterial west of St Francis and a major collector east of St Francis. Siringo Road has one travel lane in each direction and the posted speed limit is 25 MPH. The reported daily traffic is approximately 13,900 vpd in 2019.

Zia Road is classified as a principal arterial west of St Francis and a major collector east of St Francis. While Zia road only has two travel lanes in each direction and a posted speed limit of 35 MPH, it is classified as a principal arterial because it attracts trips from the west/ south traveling north/east. The daily traffic in 2019 was approximately 17,100 vpd.

Sawmill Road is classified as minor arterial west of St Francis and a minor collector east of St Francis. Sawmill Road has two travel lanes in each direction and the posted speed limit is 35 MPH. There were about 9,100 daily trips in 2019.

Rodeo Road is classified as a minor arterial and the posted speed limit is 40 MPH. Rodeo Road has one travel lane in each direction and the daily traffic was 9,500 vpd in 2011.

Galisteo Road is classified as a minor collector and the posted speed limit is 30 MPH. Galisteo Road has one travel lane in each direction and the daily traffic was 2,300 vpd in 2019.

2. MULTI-MODAL CONDITIONS

Being adjacent to the Zia Rail Runner station, the development provides direct access to rail transit options. The development also has direct access to bus lines that serve the City of Santa Fe. The Santa Fe Trails Transit Route 6 provides services from Rodeo road to the northeast. Near the development, the route travels along St Francis between Sawmill Road and Zia Road with one stop on the east leg of Zia.

The development is also in proximity to walking and bicycle trails, including easy access to the Rail Trail, as well as nearby bicycle facilities on Siringo Road, Zia Road, Rodeo Road, and Galisteo Road. The development will also provide trail connections within the site.

B. EXISTING TRAFFIC CONDITIONS

Traffic counts for the intersection analyzed in the study area were collected on March 3-10, 2020. Existing traffic counts are included Appendix A. The counts included 6-hour turning movement counts. The 2020 counts were collected prior to the COVID-19 shutdown, although not all desirable data was collected (demand volumes, lane utilization, RTOR), and the Siringo intersection was not collected due to the shutdown. Counts at Zia and Candelero, Zia and St. Francis, and Rodeo and Zia were also collected in September 2019. The counts at Zia and St. Francis from September 2019 and March 2020 were comparable, and therefore the counts were considered to representative of pre-COVID levels. Both the 2019 and 2020 counts are in the Appendix.

To account for potential demand volumes at the signalized intersections, adjustments were applied to the traffic counts. The NMDOT has a permanent traffic counter on Zia Road west of St. Francis. The traffic flow profile over a two-hour period for each peak hour (30 minutes before and after the actual peak hour) was used to estimate the demand volume at the approaches to the signalized intersections of the study. This approach thus evaluated 8 (eight) 15-minute periods using the HCS7 multi-period analysis feature for all signalized intersections. This resulted in a 2-hour period being evaluated for all the signalized intersections. This was done to encompass the full peak hour and assumed demand volumes (no unmet demand at the end of any 15-minute period) had dissipated during these 2-hour windows. This approach was agreed to by the City of Santa Fe and NMDOT District 5 and General Office Traffic Technical Support, June 12, 2020.

Lane utilization for the southbound through traffic destine for I-25 southbound was estimated from previous studies on St. Francis that collected this data. Lane utilization for the Zia eastbound left was estimated based on available left turn storage.

The methodology used for these adjustments are described further in Appendix C.

C. EXISTING LEVELS OF SERVICE

1. VEHICULAR ANALYSIS

The *Highway Capacity Manual Sixth Edition* (HCM) defines Level of Service (LOS) for un-signalized intersections in Table 1 as follows:

Table 1 | LOS Definitions			
Level of Service	Definition	Signalized (sec/veh)	Unsignalized (sec/veh)
A	Most vehicles do not stop.	<10	<10
B	Some vehicles stop.	>10 and <20	>10 and <15
C	Significant numbers of vehicles stop.	>20 and <35	>15 and <25
D	Many vehicles stop.	>35 and <55	>25 and <35
E	Limit of acceptable delay.	>55 and <80	>35 and <50
F	Unacceptable delay.	>80	>50

The NMDOT has established LOS D as the generally acceptable level of service in urban areas and when intersections operate below this level, improvements are considered, where feasible. Other critical movements are also desired to have LOS D or better if possible.

The existing intersection traffic volume were analyzed using Highway Capacity Software version 7 (HCS7), which uses the intersection methodology from the Sixth Edition of the Highway Capacity Manual (HCM). Individual intersection output for the existing conditions analysis is included in Appendix B. The results are summarized in Table 2 through Table 5.

The signalized intersections of St Francis Drive and Siringo Road, Zia Road, and Sawmill Road were evaluated using City signal timing for the multi-period analyses described above and in the Appendix.

a) *St Francis Drive and Siringo Road*

The signalized intersection of St Francis Drive and Siringo Road has a volume-to-capacity ratio under 1.0 in all AM analysis periods, which indicates the intersection operates under capacity during each of the 15-minute periods established per guidance by the Highway Capacity Manual. Eastbound right, westbound thru, and westbound right movements in some analysis periods operate at LOS E. Complete multi-period reports from the Highway Capacity Software are included in Appendix C.

In the PM, the intersection operation begins to degrade at 4:45 and remains overcapacity until 5:30 PM. The highest v/c is 1.54 which occurs at 5:15 PM. Delay is high, particularly from 5:45 PM on. The primary movements operating poorly in the PM include the southbound thru and eastbound right. This is due to the high volume of traffic traveling south on St Francis Drive towards I-25 in the PM peak hour. Note the oversaturated conditions may extend beyond 6:00 PM.

This analysis estimated lane utilization for southbound through traffic to bias the traffic toward the outside lane (the far right lane) to account for drivers preparing to enter I-25 southbound. This driver behavior is evident for those who travel this corridor frequently. This is an existing concern, regardless of the Zia Station development.

Table 2 | 2020 Existing Signalized Intersection Results (St Francis & Siringo)

2020 AM				2020 PM			
Period	Delay	LOS	Max V/C	Period	Delay	LOS	Max V/C
7:00	17.0	B	0.75	16:00	39.8	D	0.99
7:15	18.1	B	0.75	16:15	26.1	C	0.86
7:30	21.5	C	0.72	16:30	47.2	D	1.04
7:45	24.3	C	0.90	16:45	95.0	F	1.17
8:00	20.5	C	0.67	17:00	218.9	F	1.34
8:15	19.7	B	0.78	17:15	442.6	F	1.54
8:30	19.5	B	0.66	17:30	424.9	F	0.93
8:45	19.2	B	0.80	17:45	455.4	F	0.98

b) *St Francis Drive and Zia Road*

The multi-period analysis indicates the signalized intersection of St Francis Drive and Zia Road operates over capacity from 7:30 to 8:45 AM and from 4:00 to 6:00 PM, with the exception of the 15-minute period of 4:15 PM. The highest v/c in the AM is 1.57, which occurs at 7:45 AM and the highest v/c in the PM is 1.21, which occurs at 5:15 PM.

In the AM the eastbound left movement operates over capacity, with high queue spillover into the adjacent thru lane. The primary movements operating poorly in the PM include the southbound thru and eastbound left. The eastbound left-turn lane performs poorly in both AM and PM analysis periods because the storage lengths are not sufficient.

The lane utilization for this eastbound approach was adjusted to reflect the fact that even though there are two eastbound left turn lanes at the intersection, the inside left turn lane (the left most left turn lane) is shorter in length. The oversaturated conditions may extend beyond 6:00 PM. This lane utilization imbalance also results in a safety concern, as the inside lane (west of Galisteo) has queued traffic stopped waiting to turn left, while the outside lane is available for through traffic at higher speeds.

Table 3 | 2020 Existing Signalized Intersection Results (St Francis & Zia)							
2020 AM				2020 PM			
Period	Delay	LOS	Max V/C	Period	Delay	LOS	Max V/C
7:00	25.9	C	0.89	16:00	57.8	E	1.13
7:15	26.3	C	0.91	16:15	66.7	E	0.92
7:30	55.4	E	1.54	16:30	76.4	E	1.14
7:45	113.6	F	1.57	16:45	119.1	F	1.10
8:00	162.3	F	1.35	17:00	162.3	F	1.14
8:15	239.1	F	1.50	17:15	185.2	F	1.21
8:30	254.6	F	1.22	17:30	210.4	F	1.05
8:45	220.8	F	0.99	17:45	224.3	F	1.05

c) *St Francis Drive and Sawmill Road*

The signalized intersection of St Francis Drive and Sawmill Road operates at an overall acceptable level of service in both AM and PM analysis periods. The eastbound thru movement operates over capacity at 5:15 PM with a v/c of 1.13. In the AM, the eastbound left and westbound right movements operate at LOS E or F in some analysis periods. In the PM, both eastbound and westbound approaches have movements that operate at LOS E or F in most analysis periods.

Southbound through traffic was again adjusted for motorists destined for southbound I-25.

Table 4 | 2020 Existing Signalized Intersection Results (St Francis & Sawmill)							
2020 AM				2020 PM			
Period	Delay	LOS	Max V/C	Period	Delay	LOS	Max V/C
7:00	14	B	0.62	16:00	24.4	C	0.83
7:15	16.1	B	0.71	16:15	21.7	C	0.88
7:30	25.4	C	0.87	16:30	26.4	C	0.91
7:45	26.9	C	0.88	16:45	28	C	0.93
8:00	23.5	C	0.84	17:00	28.5	C	0.92
8:15	20.7	C	0.78	17:15	34.8	C	1.13
8:30	19.2	B	0.76	17:30	27.7	C	0.83
8:45	18.5	B	0.77	17:45	25.7	C	0.92

d) *Unsignalized Intersections*

The analysis indicates the unsignalized intersections currently operate at acceptable levels of service in both AM and PM peak hours. Queueing is typically one car or less and the LOS does not operate at E or F.

Queue spillover from eastbound Zia and St Francis may impact the northbound approach of the unsignalized Zia and Galisteo intersection. The reported intersection results for Zia and Galisteo considers drivers performing a two-stage gap movement, where the northbound left turn from Galisteo onto Zia will first cross Zia then pause in the median to wait for a gap on the other approach. Two-stage gap acceptance results in slightly lower delay compared to no median storage.

Table 5 | 2020 Existing Unsignalized Intersection Results

	2020 AM Peak				2020 PM Peak			
Intersection/Movement	Delay (sec)	V/C	Queue* (ft)	LOS	Delay (sec)	V/C	Queue* (ft)	LOS
Zia and Candelero	-	-	-	-	-	-	-	-
Southbound Approach	15.9	0.09	25	C	20.8	0.10	25	C
Zia and Galisteo	-	-	-	-	-	-	-	-
Eastbound Left	8.2	0.00	0	A	9.3	0.00	0	A
Westbound Left	9.4	0.03	25	A	8.7	0.10	25	A
Northbound Left	17.4	0.02	25	C	17.9	0.03	25	C
Northbound Right	11.9	0.17	25	B	10.1	0.07	25	B
Galisteo and Calle Luminoso	-	-	-	-	-	-	-	-
Eastbound Approach	9.2	0.01	0	A	9.3	0.01	0	A
Northbound Left	7.3	0.00	0	A	7.5	0.00	0	A
Galisteo and Camino Pabilo	-	-	-	-	-	-	-	-
Eastbound Approach	9.0	0.02	0	A	9.1	0.01	0	A
Northbound Left	7.3	0.00	0	A	7.5	0.00	0	A
Rodeo and Galisteo	-	-	-	-	-	-	-	-
Eastbound Left	8.5	0.03	25	A	9.8	0.03	25	A
Westbound Left	9.6	0.02	25	A	8.6	0.04	25	A
Northbound Approach	17.6	0.15	25	C	14.8	0.07	25	B
Southbound Left	25.2	0.07	25	D	24.1	0.07	25	C
Southbound Right	11.7	0.07	25	B	16.5	0.13	25	C

* – HCM 95th percentile queue rounded to next 25-foot increment

V. PROJECTED TRAFFIC

A. SITE TRAFFIC FORECASTING

1. TRIP GENERATION

Generated trips are broken down into three types; 1) primary, 2) pass-by trips, and 3) diverted link. The Trip Generation report defines these trips as follows:

- **Primary Trips** – These trips are made for the specific purpose of visiting the generator. The stop at that generator is the primary reason for the trip. For example, a home to shopping to home combination of trips is a primary trip set.
- **Pass-by Trips** – These trips are made as intermediate stops on the way from an origin to a primary trip generation. Pass-by trips are attracted from the traffic passing the site on an adjacent street that contains direct access to the generator site. These trips do not require a diversion from another roadway. For example, stopping at the store on the way home from work is an example of a pass-by trip. Pass-by trips were utilized for retail uses, the fast-casual restaurant, coffee shop, and the brew pub.
- **Diverted Linked Trips** – These trips are attracted from the traffic volume on the roadway within the vicinity of the generator, but which require a diversion from that roadway to another roadway to gain access to the site. The roadways could include streets or freeways adjacent to the generator, but without access to the generator. For this study, the diverted link trips have been included in with the primary trips.

This study included both primary trips and pass-by trips.

The trip generation based on the 10th Edition of the Institute of Transportation engineer's (ITE) Trip Generation Manual is shown in Table 6 below with the following considerations. The table shows the total trips generated prior to any trip reductions. The trip generation is based on the peak hour of the adjacent street traffic.

Table 6 | Trip Generation							
Land Use	ITE Code	Size	Daily	AM Enter	AM Exit	PM Enter	PM Exit
North of Zia							
Single-Family Housing	210	17	204	4	13	12	7
Multifamily Housing (Low-Rise)	220	277	2,054	28	95	90	53
South of Zia							
Single-Family Housing	210	10	126	3	8	5	3
Multifamily Housing (Low-Rise)	220	107	768	12	34	27	15
Office	710	87	926	81	5	14	75
Coffee/Donut Shop (no drive-thru)	936	2	-	66	63	26	25
Fast Casual Restaurant	930	5	1,576	5	3	19	15
High-Turnover Restaurant	932	5	560	20	19	15	10
Shopping Center	820	20	2,012	87	49	36	40
Drinking Place	925	5	-	0	0	32	17

2. TRIP REDUCTIONS

a) *Internal Capture*

A multi-use development, as defined by the ITE *Trip Generation Handbook*, is a single real-estate project that consists of two or more ITE land use classifications between which trips can be made without using the off-site road system.

These internal capture trips are assumed to be completed on the internal street system as vehicular or pedestrian trips. Therefore, the internal trips are not included in the Build traffic volumes.

Using OTISS Pro, the online add-on to the ITE Online Trip Generation Manual which implements the ITE Internal Vehicle Trip Reduction procedures derived from the Transportation Research Board (TRB) National Cooperative Highway Research Program (NCHRP) Report 684, internal trips were estimated for office, retail, restaurant, and residential land uses. Internal trips total 72 in the AM peak hour and 106 in the PM peak hour.

b) *Pass-by*

As described in Section V.A.1 above, a pass-by trip is made as an intermediate stop on the way from an origin to a primary destination without a route diversion. The *Trip Generation Handbook* defines the 'Average Pass-by Trip Percentage' by land use type in the Handbook's Database on Pass-by, Diverted, and Primary Trips. The database reports percentages for 25 land uses to derive pass-by estimates. For the purposes of this study, the pass-by percentage obtained from the *Trip Generation Handbook* for shopping center is 34% and fast casual restaurant, high-turnover restaurant, and coffee shop are 43%. It was assumed that the drinking place land use will also attract pass-by trips, and was assigned a pass-by percentage of 34%

Pass-by trips were determined by using the ITE Pass-By Vehicle Trip Reduction tool OTISS Pro (Online Traffic Impact Study Software). The trips were subtracted from the trip generation of each applicable land use.

c) *Multi-Modal Adjustment*

To account for individuals traveling to and from the site via public transit, 2% of the total new trips were reduced from residential, employment, and retail land uses, an estimate considered typical for Santa Fe.

The site has the potential to increase transit trips due to its proximity to the Rail Runner.

d) *Total Adjusted Trips*

The tables below summarize the trip adjustments.

The adjusted AM peak hour trips for the North Parcel:

VEHICLE TRIPS BEFORE REDUCTION

Land Use & Data Source	Independent Variable	Size	Entry Split%	Exit Split%	Total
210 - Single-Family Detached Housing	Dwelling Units	17	4	13	17
Data Source: Trip Gen Manual, 10th Ed + Supplement			25%	75%	
220 - Multifamily Housing (Low-Rise)	Dwelling Units	277	29	97	126
Data Source: Trip Gen Manual, 10th Ed + Supplement			23%	77%	

RESULTS AFTER TRIP ADJUSTMENTS

Site Totals	Entry	Exit	Total
Vehicle Trips Before Reduction (sum of above)	33	110	143

Vehicle Trips After Multi-modal Adjustment (2% reduction)	32	108	140
Internal Vehicle Trip Capture (no internal capture for North parcel)	0%	0%	0%
Internal Vehicle Trips (no internal capture for North Parcel)	0	0	0
External Vehicle Trips (Vehicle Trips after Multi-model adjustment and Internal Capture)	32	108	140
Pass-by Vehicle Trips (no Pass-by for North Parcel)	0	0	0
Diverted Vehicle Trips (no Diverted Vehicle Trips assumed)	0	0	0
New Vehicle Trips on adjacent roadway network	32	108	140
Person Trips by Other Modes (Transit/multi-Modal)	1	2	3

The adjusted PM peak hour trips for the North Parcel:

VEHICLE TRIPS BEFORE REDUCTION

Land Use & Data Source	Independent Variable	Size	Entry Split%	Exit Split%	Total
210 - Single-Family Detached Housing	Dwelling Units	17	12	7	19
Data Source: Trip Gen Manual, 10th Ed + Supplement			63%	37%	
220 - Multifamily Housing (Low-Rise)	Dwelling Units	277	92	54	146
Data Source: Trip Gen Manual, 10th Ed + Supplement			63%	37%	

RESULTS AFTER TRIP ADJUSTMENTS

Site Totals	Entry	Exit	Total
Vehicle Trips Before Reduction (sum of above)	104	61	165
Vehicle Trips After Multi-modal Adjustment (2% reduction)	102	60	162
Internal Vehicle Trip Capture (no internal capture for North parcel)	0%	0%	0%
Internal Vehicle Trips (no internal capture for North Parcel)	0	0	0
External Vehicle Trips (Vehicle Trips after Multi-model adjustment and Internal Capture)	102	60	162
Pass-by Vehicle Trips (no Pass-by for North Parcel)	0	0	0
Diverted Vehicle Trips (no Diverted Vehicle Trips assumed)	0	0	0
New Vehicle Trips on adjacent roadway network	102	60	162
Person Trips by Other Modes (Transit/multi-Modal)	2	1	3

The adjusted AM peak hour trips for the South Parcel:

VEHICLE TRIPS BEFORE REDUCTION

Land Use & Data Source	Independent Variable	Size	Entry Split%	Exit Split%	Total
210 - Single-Family Detached Housing	Dwelling Units	10	3	9	12
Data Source: Trip Gen Manual, 10th Ed + Supplement			25%	75%	
220 - Multifamily Housing (Low-Rise)	Dwelling Units	107	12	39	51
Data Source: Trip Gen Manual, 10th Ed + Supplement			23%	77%	
710 - General Office Building	1000 Sq. Ft. GFA	87	93	15	108
Data Source: Trip Gen Manual, 10th Ed + Supplement			86%	14%	
936 - Coffee/Donut Shop without Drive-Through Window	1000 Sq. Ft. GFA	2.4	124	119	243
Data Source: Trip Gen Manual, 10th Ed + Supplement			51%	49%	
930 - Fast Casual Restaurant	1000 Sq. Ft. GFA	5	7	3	10
Data Source: Trip Gen Manual, 10th Ed + Supplement			67%	33%	
932 - High-Turnover (Sit-Down) Restaurant	1000 Sq. Ft. GFA	5	27	22	49
Data Source: Trip Gen Manual, 10th Ed + Supplement			55%	45%	
820 - Shopping Center	1000 Sq. Ft. GLA	20	100	61	161
Data Source: Trip Gen Manual, 10th Ed + Supplement			62%	38%	
090 - Park-and-Ride Lot with Bus or Light Rail Service	Occupied Parking Spaces	10	15	3	18
Data Source: Trip Gen Manual, 10th Ed + Supplement			81%	19%	

RESULTS AFTER TRIP ADJUSTMENTS

Site Totals	Entry	Exit	Total
Vehicle Trips Before Reduction (sum of above)	381	271	652
Vehicle Trips After Multi-modal Adjustment (2% reduction)	374	267	641
Internal Vehicle Trip Capture (details in Appendix C)	10%	13%	12%
Internal Vehicle Trips (details in Appendix C)	36	36	72

External Vehicle Trips (Vehicle Trips after Multi-model adjustment and Internal Capture)	338	231	569
Pass-by Vehicle Trips - assigned to driveways and intersections as appropriate (details in Appendix C)	49	47	96
Diverted Vehicle Trips (no Diverted Vehicle Trips assumed)	0	0	0
New Vehicle Trips on adjacent roadway network	289	184	473
Person Trips by Other Modes (Transit/multi-Modal)	7	4	11

The adjusted PM peak hour trips for the South Parcel:

VEHICLE TRIPS BEFORE REDUCTION

Land Use & Data Source	Independent Variable	Size	Entry Split%	Exit Split%	Total
210 - Single-Family Detached Housing	Dwelling Units	10	7	4	11
Data Source: Trip Gen Manual, 10th Ed + Supplement			63%	37%	
220 - Multifamily Housing (Low-Rise)	Dwelling Units	107	40	23	63
Data Source: Trip Gen Manual, 10th Ed + Supplement			63%	37%	
710 - General Office Building	1000 Sq. Ft. GFA	87	16	84	100
Data Source: Trip Gen Manual, 10th Ed + Supplement			16%	84%	
936 - Coffee/Donut Shop without Drive-Through Window	1000 Sq. Ft. GFA	2.4	44	44	88
Data Source: Trip Gen Manual, 10th Ed + Supplement			50%	50%	
925 - Drinking Place	1000 Sq. Ft. GFA	5	37	19	56
Data Source: Trip Gen Manual, 10th Ed + Supplement			66%	34%	
930 - Fast Casual Restaurant	1000 Sq. Ft. GFA	5	39	32	71
Data Source: Trip Gen Manual, 10th Ed + Supplement			55%	45%	
932 - High-Turnover (Sit-Down) Restaurant	1000 Sq. Ft. GFA	5	30	19	49
Data Source: Trip Gen Manual, 10th Ed + Supplement			62%	38%	
820 - Shopping Center	1000 Sq. Ft. GLA	20	79	86	165
Data Source: Trip Gen Manual, 10th Ed + Supplement			48%	52%	

090 - Park-and-Ride Lot with Bus or Light Rail Service	Occupied Parking Spaces	10	2	5	7
Data Source: Trip Gen Manual, 10th Ed + Supplement			25%	75%	

RESULTS AFTER TRIP ADJUSTMENTS

Site Totals	Entry	Exit	Total
Vehicle Trips Before Reduction (sum of above)	294	316	610
Vehicle Trips After Multi-modal Adjustment (2% reduction)	287	310	597
Internal Vehicle Trip Capture (details in Appendix C)	18%	17%	18%
Internal Vehicle Trips (details in Appendix C)	53	53	106
External Vehicle Trips (Vehicle Trips after Multi-model adjustment and Internal Capture)	234	257	491
Pass-by Vehicle Trips - assigned to driveways and intersections as appropriate (details in Appendix C)	58	52	110
Diverted Vehicle Trips (no Diverted Vehicle Trips assumed)	0	0	0
New Vehicle Trips on adjacent roadway network	176	205	381
Person Trips by Other Modes (Transit/multi-Modal)	7	6	13

3. Trip Distribution and Assignment

Trip distribution and assignment was based on standard gravity model methodology using logical trip routing for each land use type. The gravity model utilized socioeconomic data obtained from the Santa Fe Metropolitan Planning Organization (SFMPO), which included population and employment estimates for each subarea within the Santa Fe Metropolitan Planning Area to develop the trip distribution.

The socioeconomic data for the year 2019 was estimated by interpolating between the 2015 and 2040 socioeconomic data available for SFMPO.

Driveway trip assignments were based on estimates of the percentage of trips to each parking lot serving the proposed buildings.

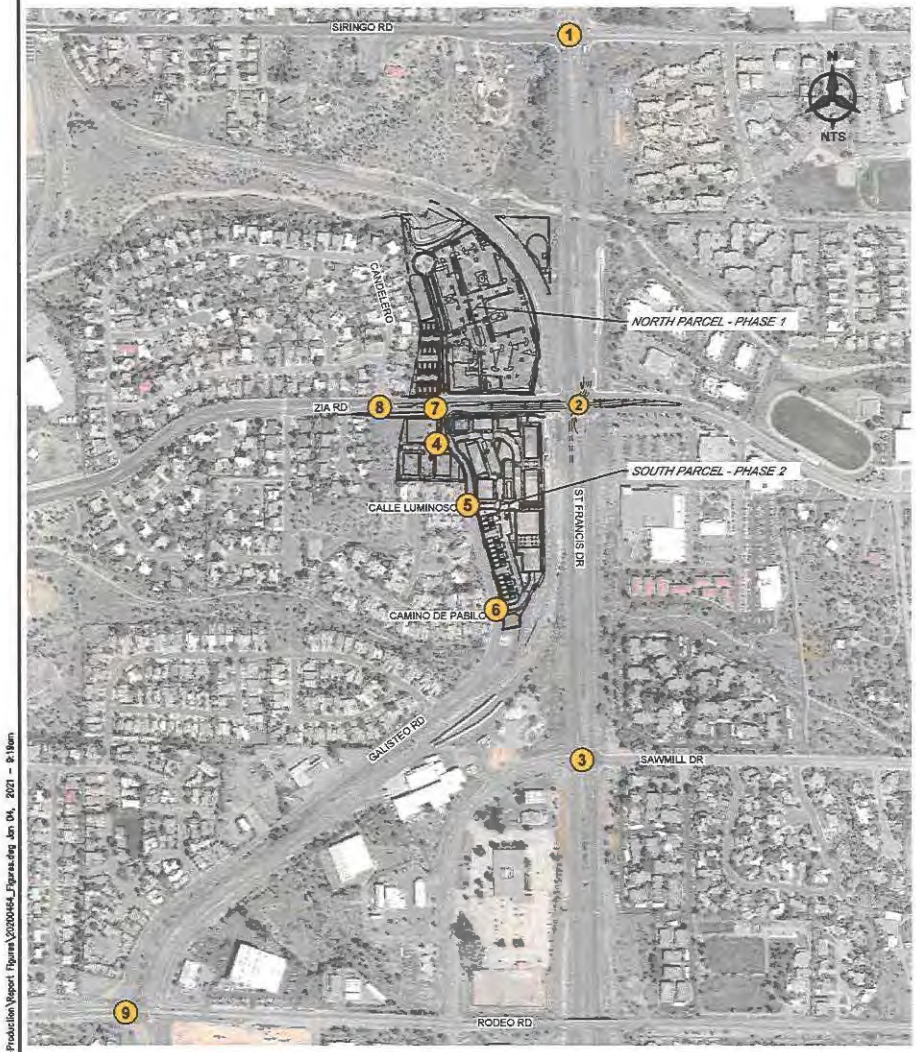
Spreadsheets showing the development of the trip distribution are included in Appendix C. The trip distribution percentages and assigned traffic volumes is shown in Figure 4 through Figure 13.

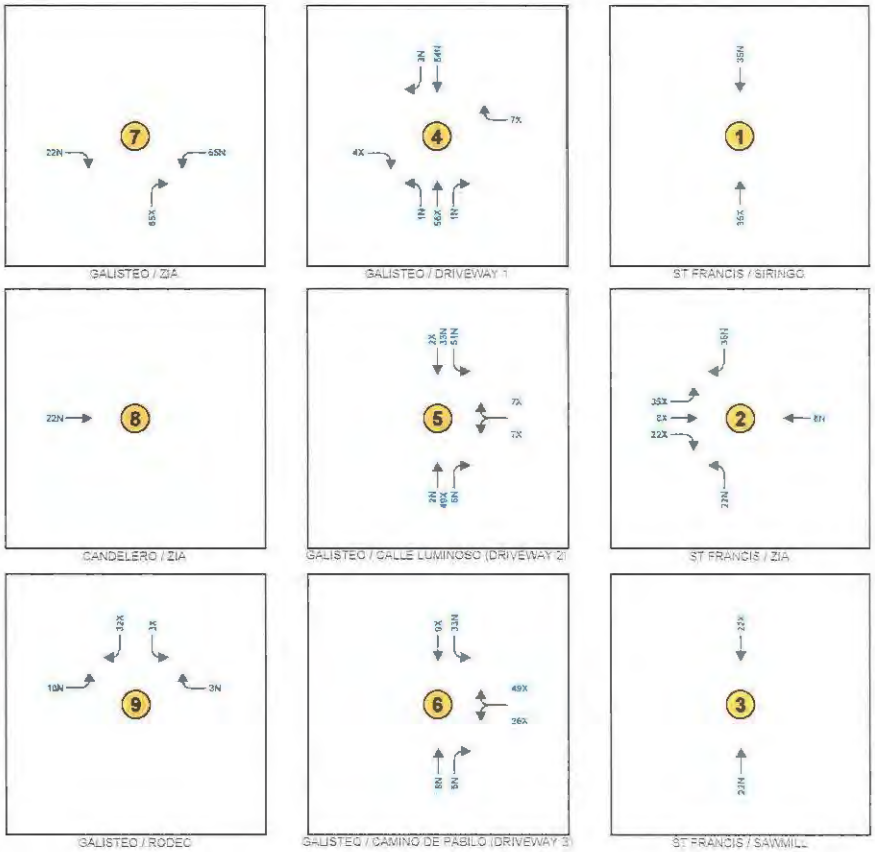
4. 2024 No Build Traffic Projections

A review of NMDOT Permanent Count Stations near the project site found a -0.6% background growth rate on St Francis Drive, so a growth rate of 1.0% was assumed.

The future traffic estimates did not make any adjustments to traffic to traffic growth for future work-from-home reductions that may occur due to behavior adjustments due to COVID-19.

The No Build analysis assumed that the proposed project is not completed. Figure 14 on page 36 shows the 2024 No Build traffic volumes.





LEGEND

- Thru Lanes (# as indicated)
- Turning Lanes (# as indicated)
- 1234(1234) Trip Assignment Percentages
- N Entering
- X Exiting

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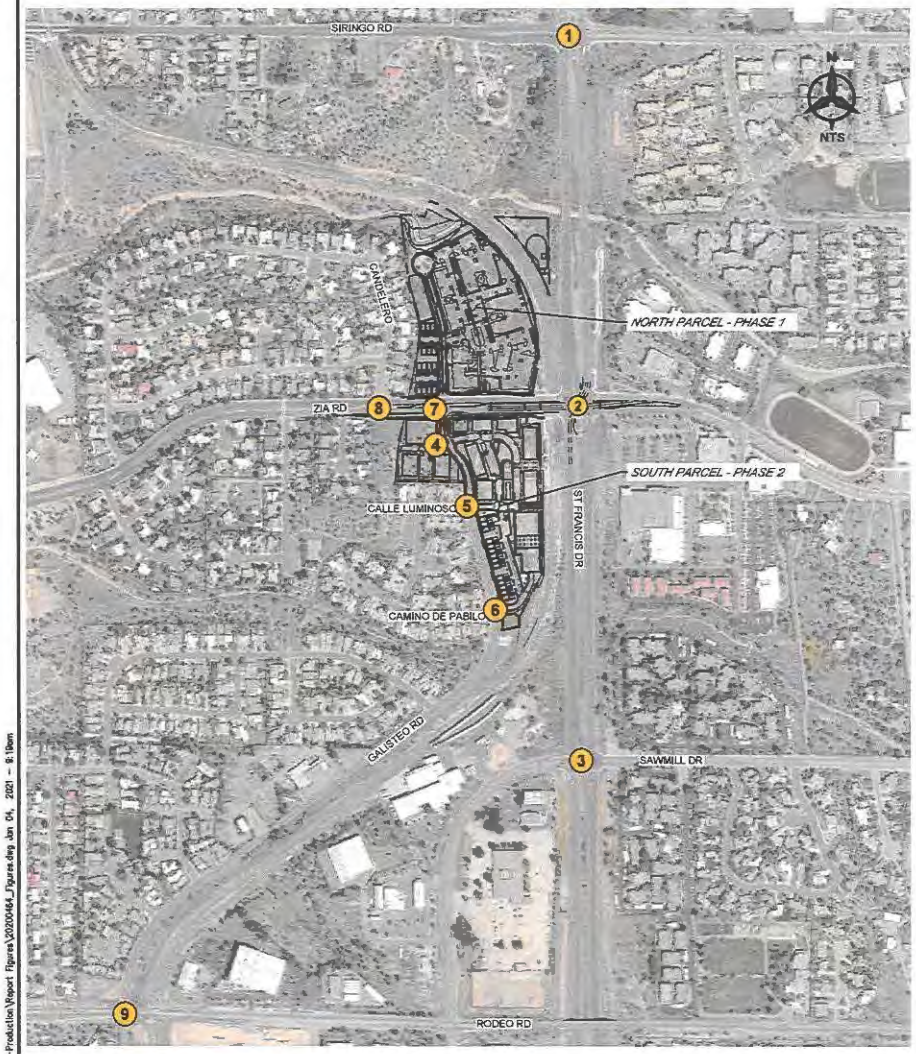
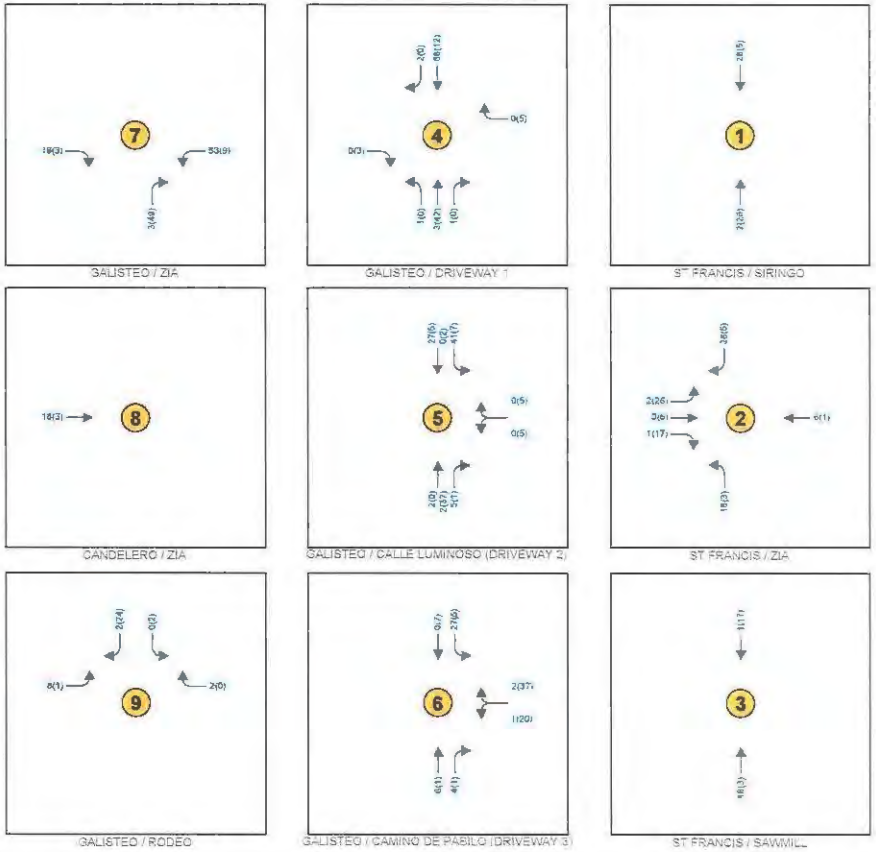
FIGURE 4
TRIP DISTRIBUTION & ASSIGNMENT PERCENTAGES - OFFICE





LEGEND

Thru Lanes (# as indicated)

Turning Lanes (# as indicated)

1234(1234) AM(PM) Traffic Counts

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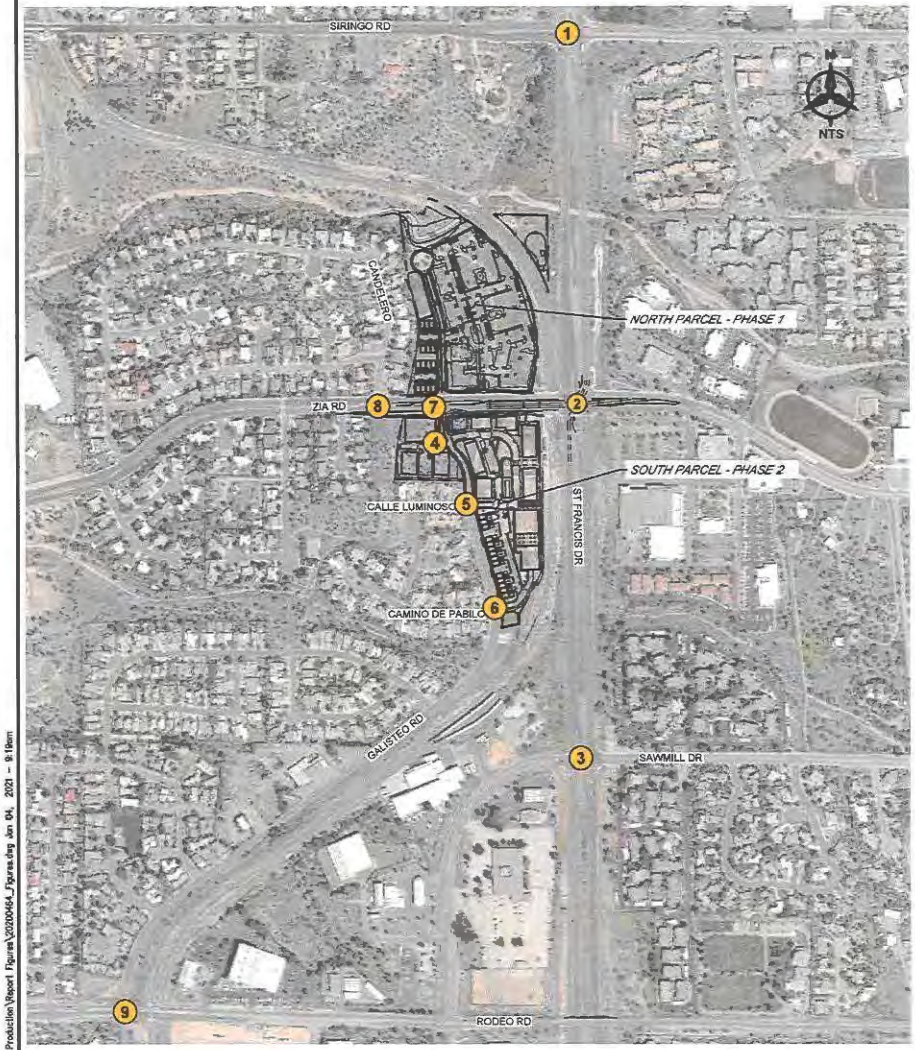
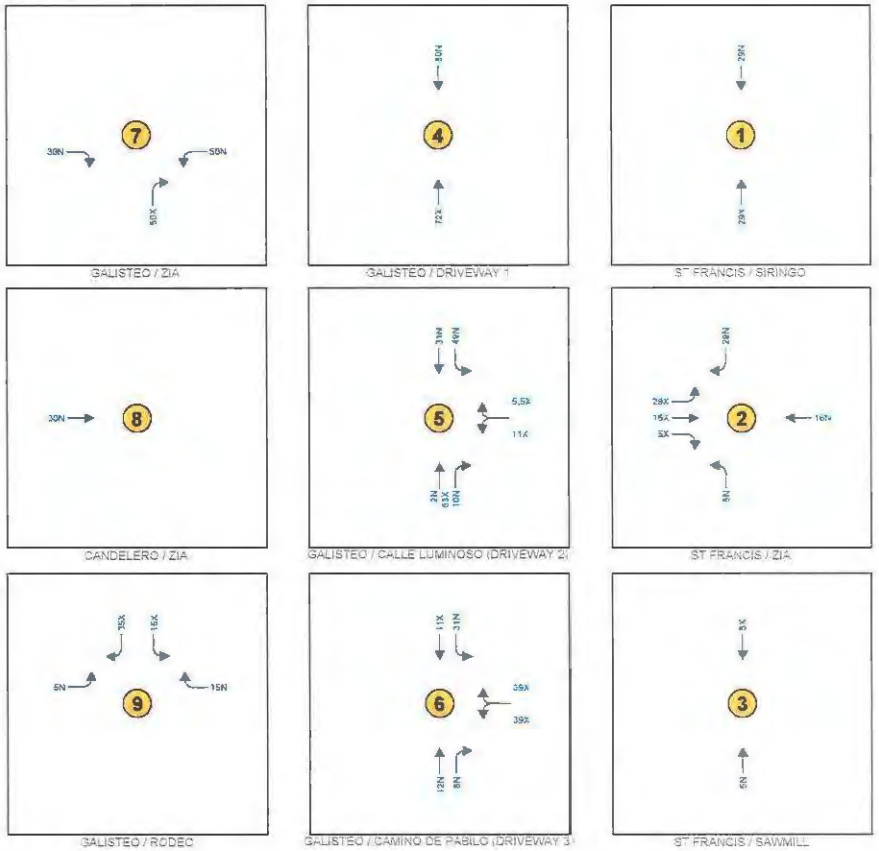
FIGURE 5
TRIP DISTRIBUTION & ASSIGNMENT
VOLUMES AM (PM) - OFFICE





LEGEND

- Thru Lanes (# as indicated)
- Turning Lanes (# as indicated)
- 1234(1234) Trip Assignment Percentages
- N Entering
- X Exiting

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FIGURE 6
TRIP DISTRIBUTION & ASSIGNMENT PERCENTAGES - RETAIL

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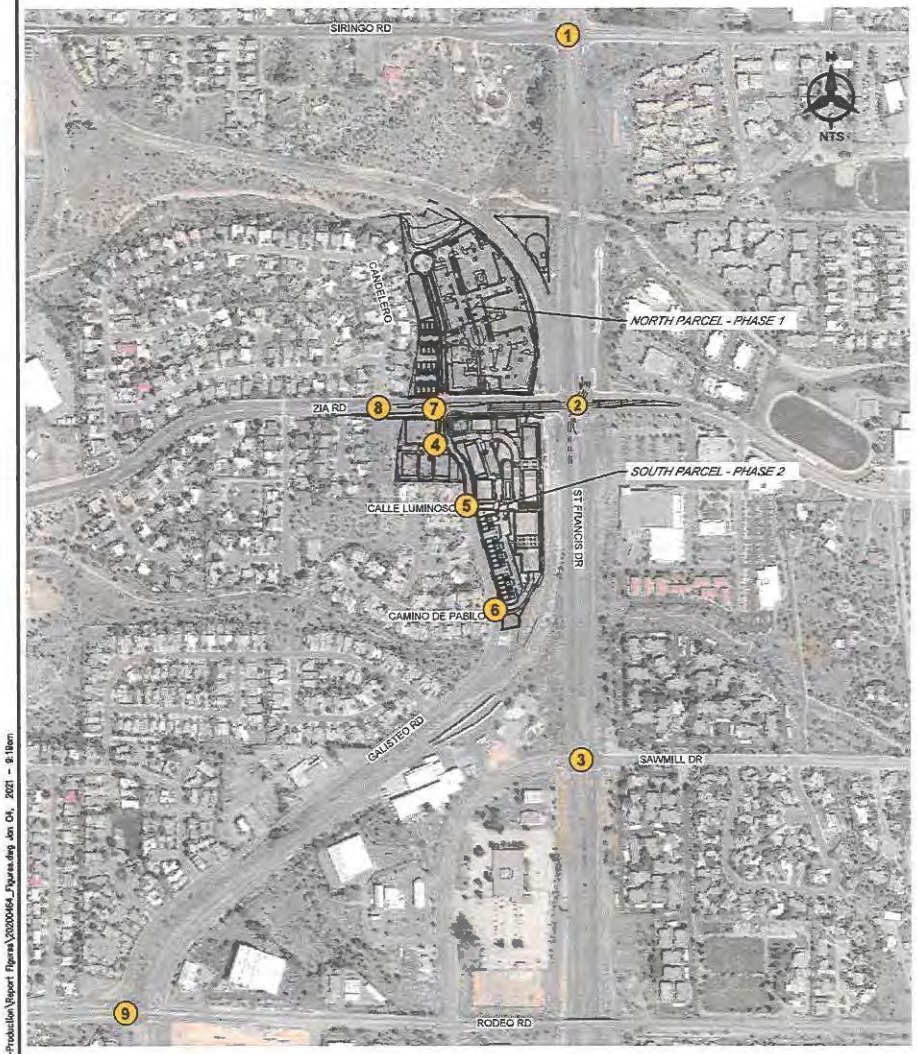

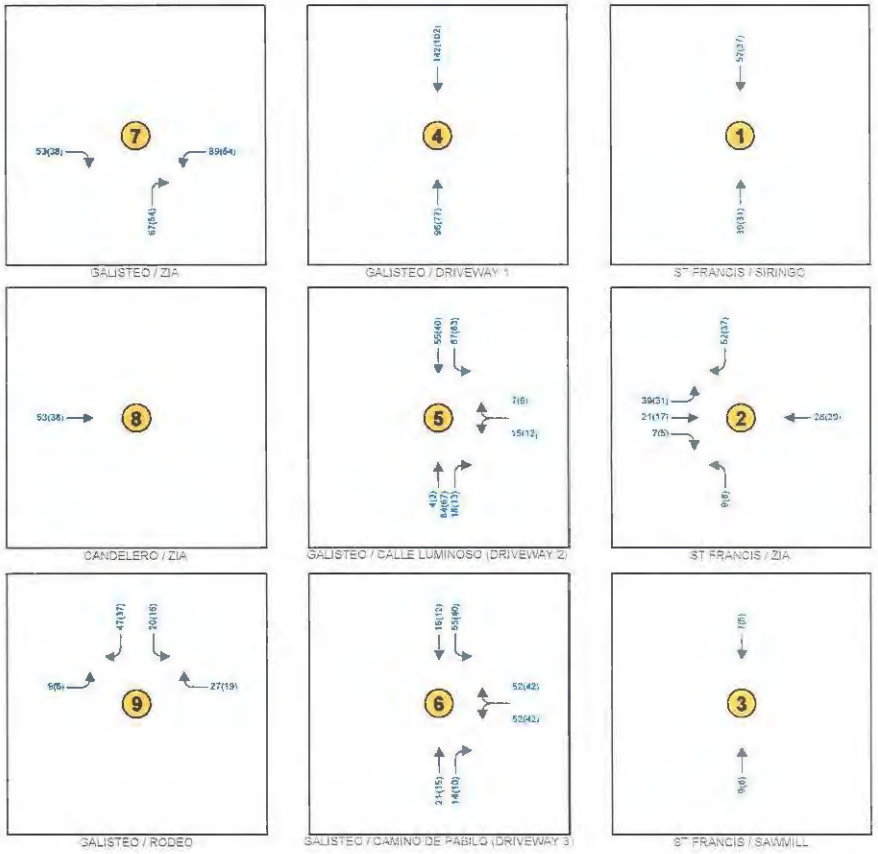

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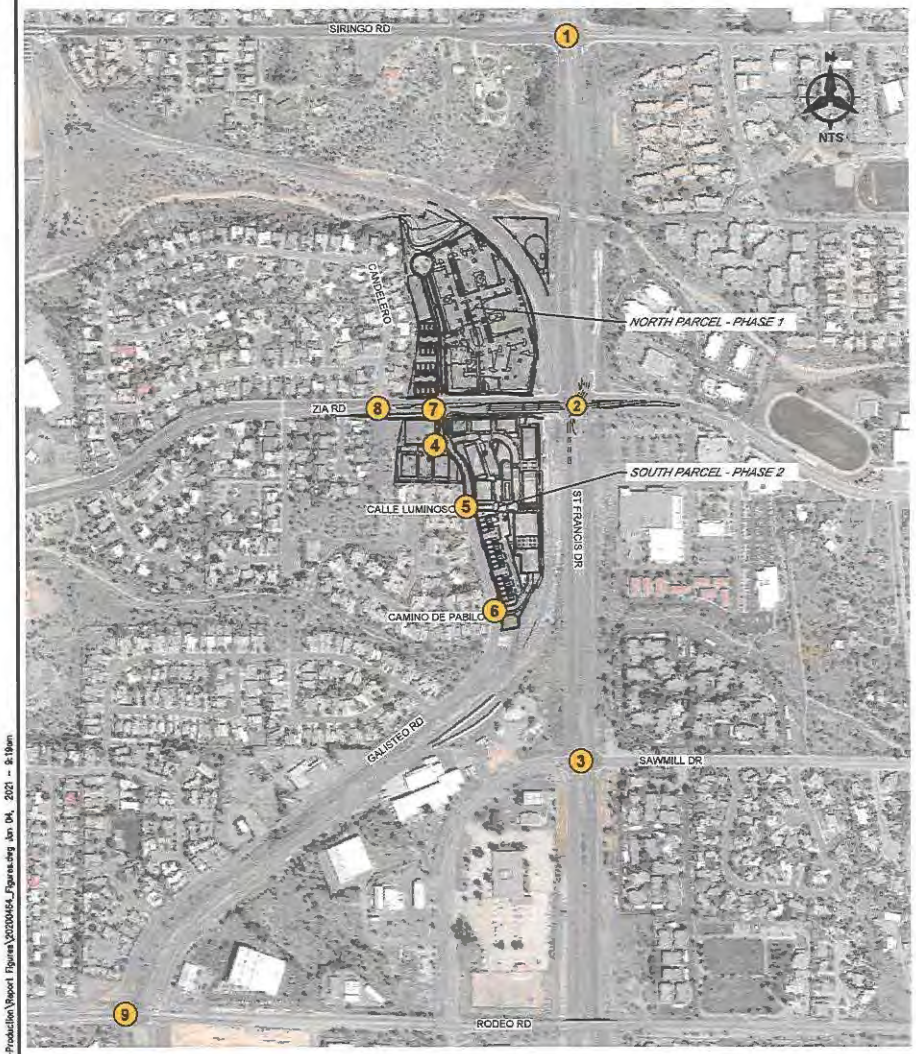
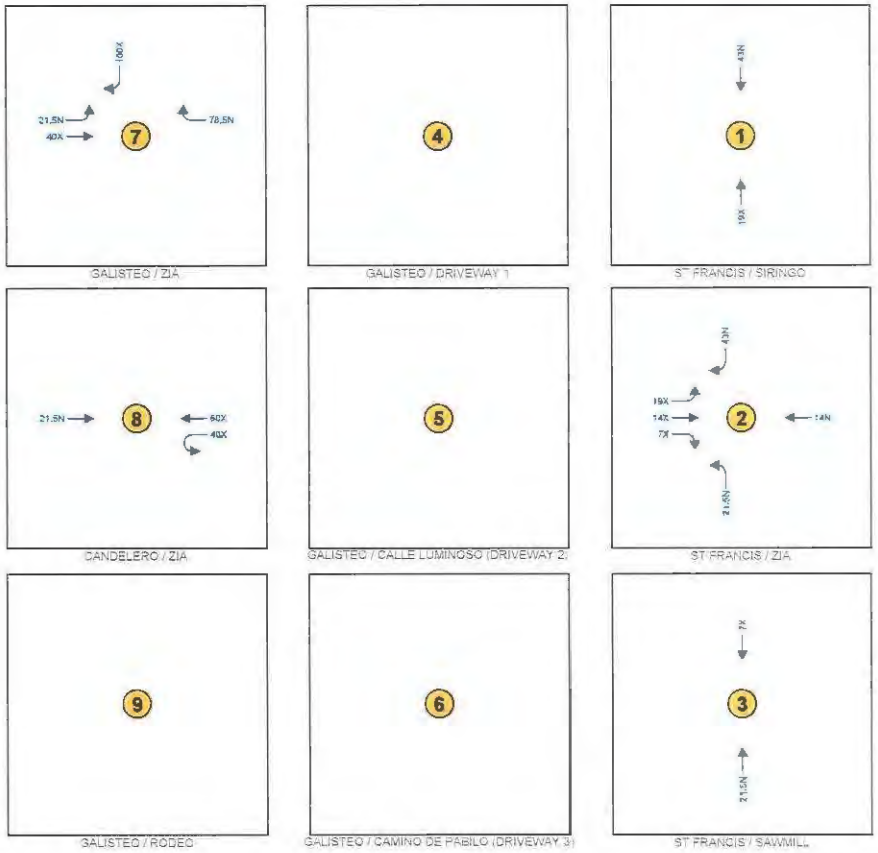
FIGURE 7
TRIP DISTRIBUTION & ASSIGNMENT
VOLUMES AM (PM) - RETAIL





LEGEND

- Thru Lanes (# as indicated)
- Turning Lanes (# as indicated)
- 1234(1234) Trip Assignment Percentages
- N Entering
- X Exiting

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FIGURE 8
TRIP DISTRIBUTION & ASSIGNMENT PERCENTAGES - RESIDENTIAL NORTH

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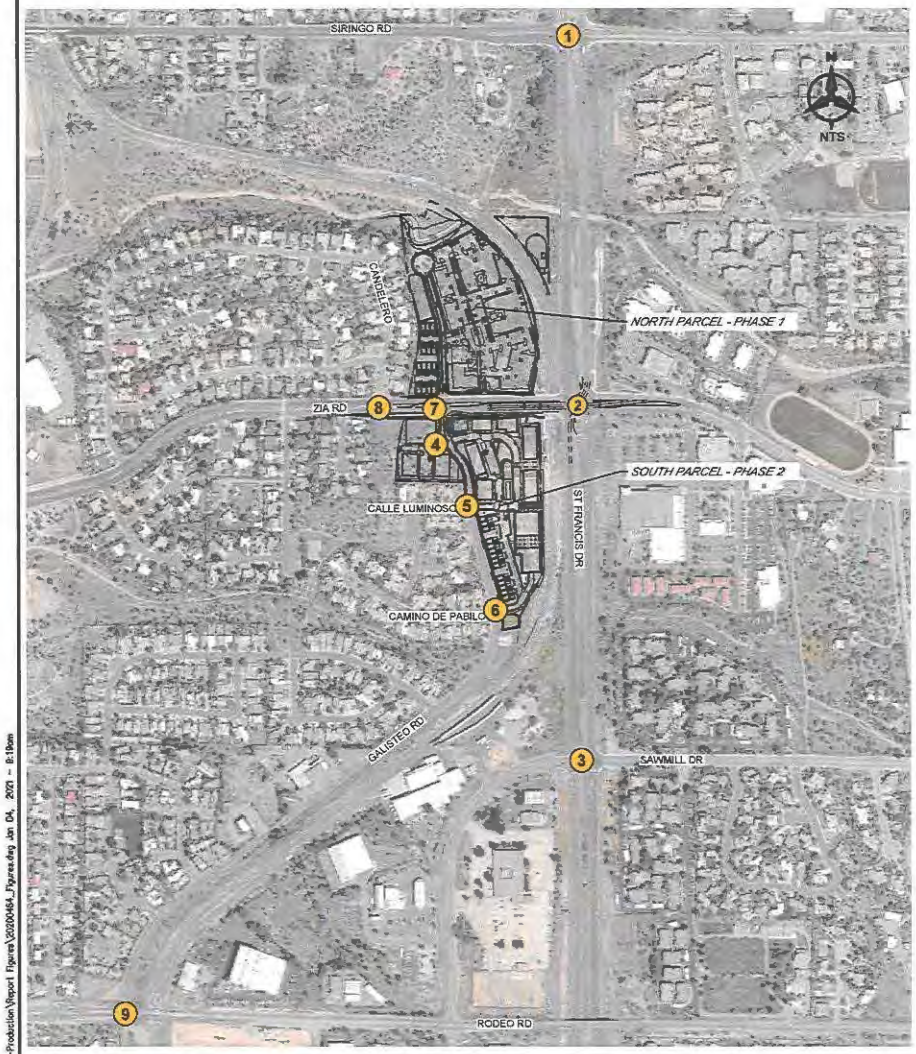

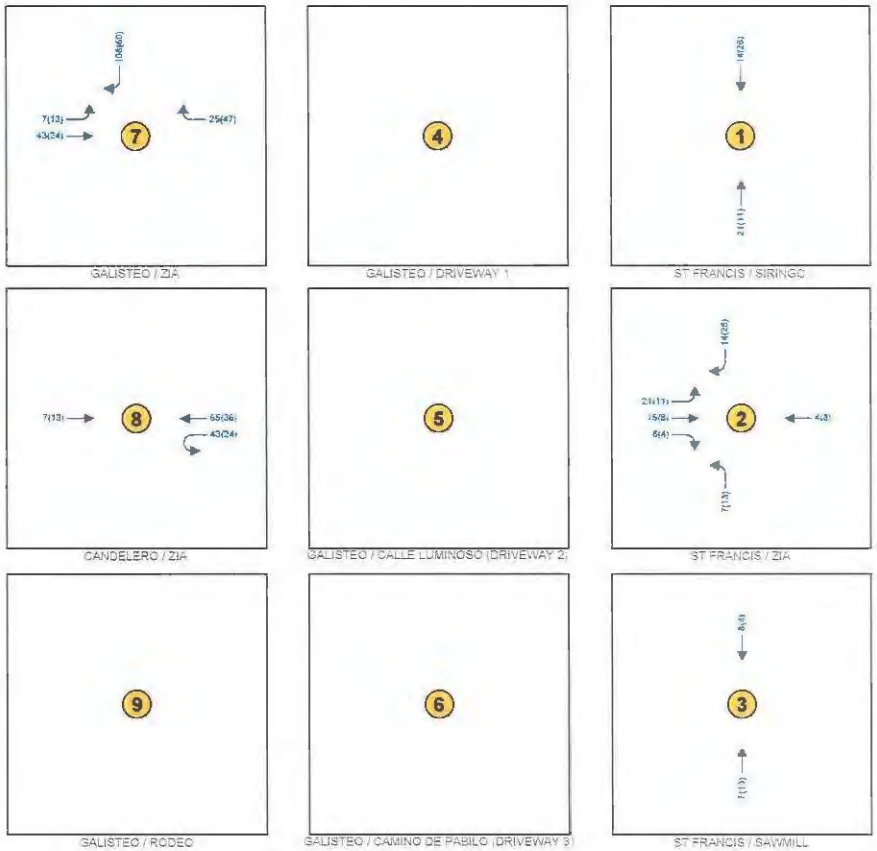

LEGEND

- Thru Lanes (# as indicated)
- Turning Lanes (# as indicated)
- 1234(1234) AM(PM) Traffic Counts

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FIGURE 9
TRIP DISTRIBUTION & ASSIGNMENT
VOLUMES AM (PM) - RESIDENTIAL
NORTH

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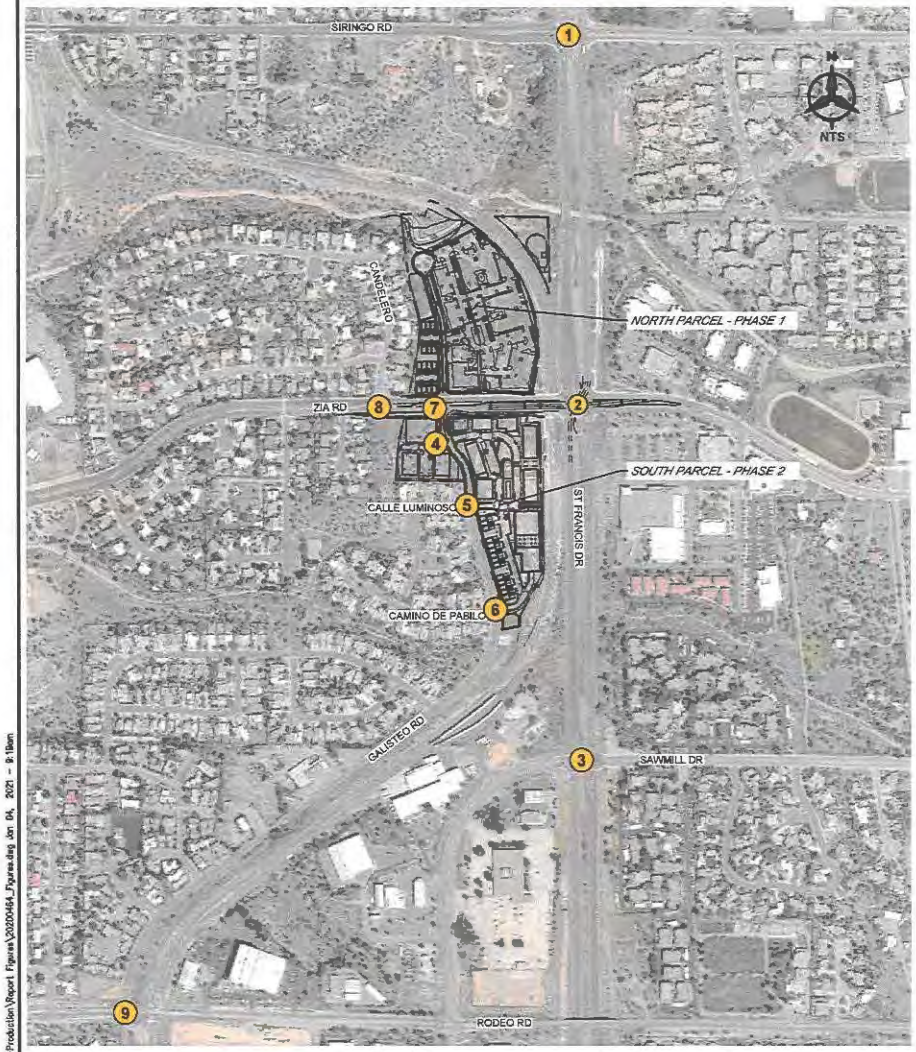

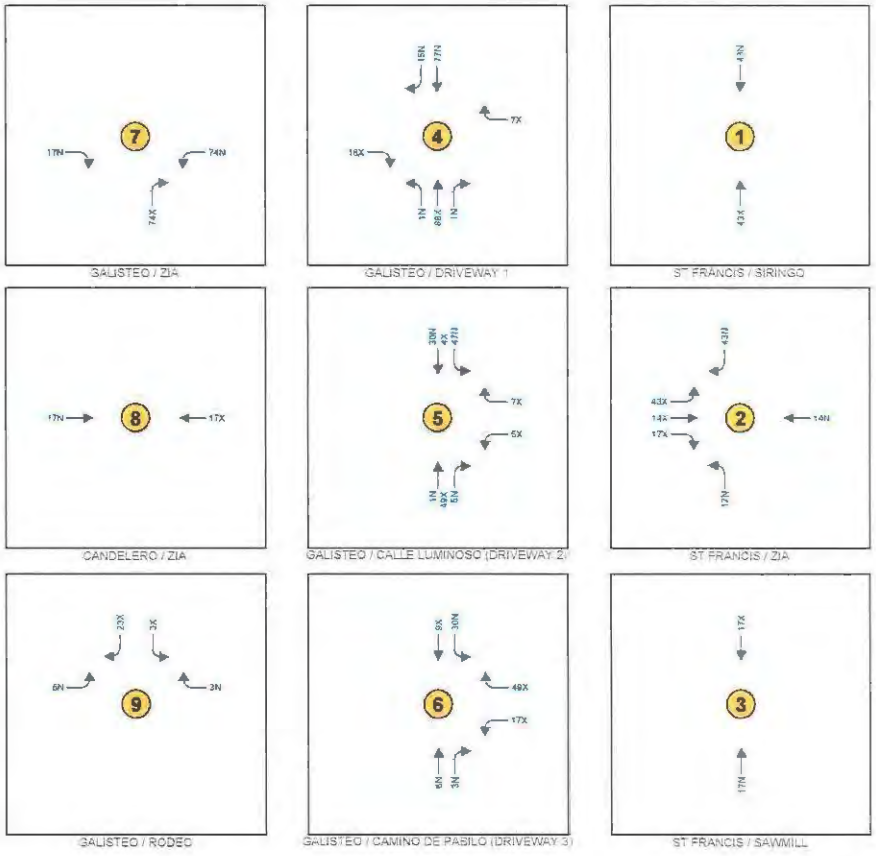

LEGEND

- Thru Lanes (# as indicated)
- Turning Lanes (# as indicated)
- 1234(1234) Trip Assignment Percentages
- N Entering
- X Exiting

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FIGURE 10
TRIP DISTRIBUTION & ASSIGNMENT PERCENTAGES - RESIDENTIAL SOUTH

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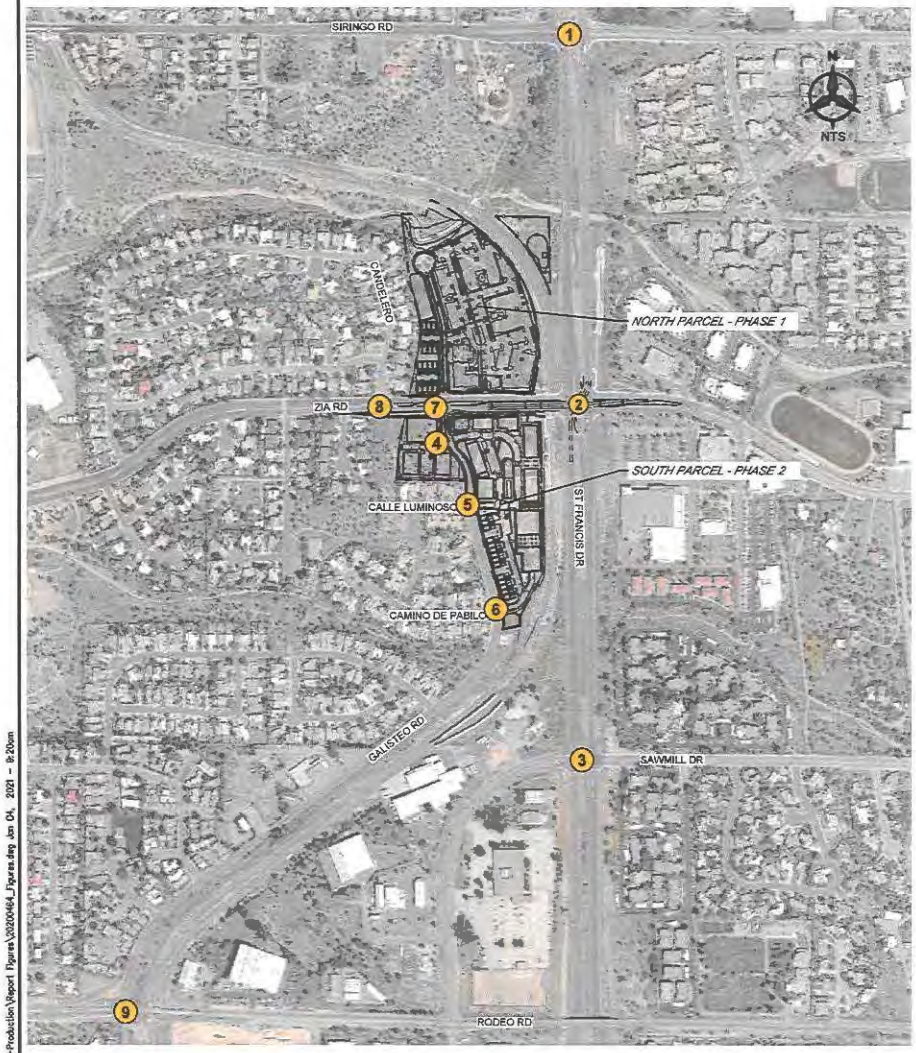

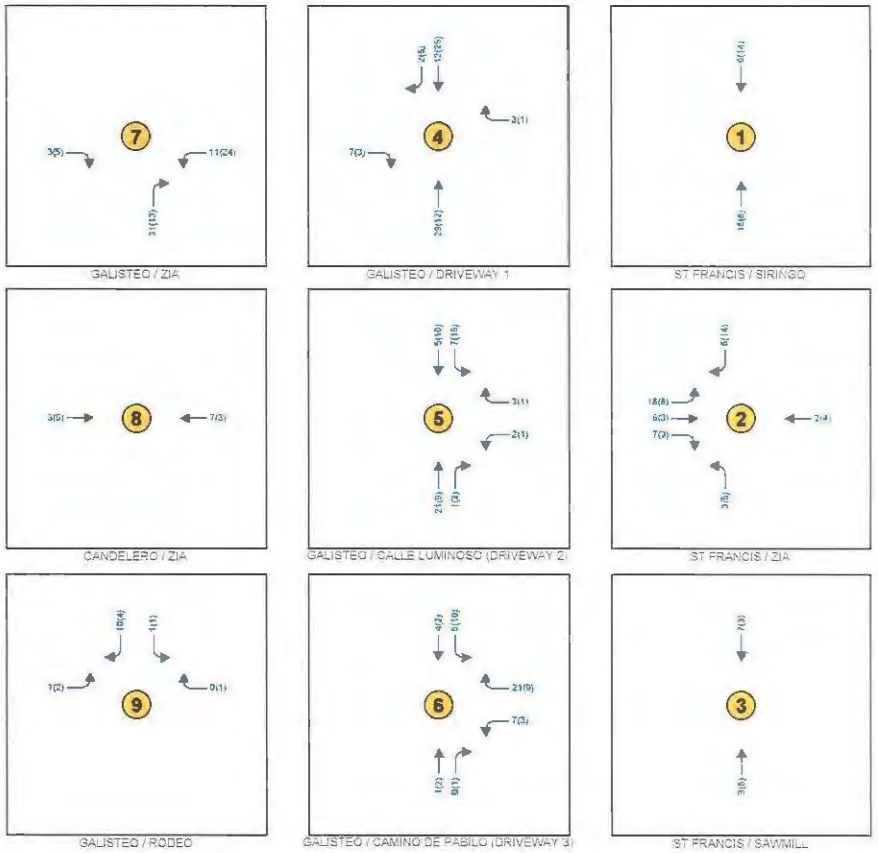

LEGEND

- Thru Lanes (# as indicated)
- Turning Lanes (# as indicated)
- 1234(1234) AM(PM) Traffic Counts

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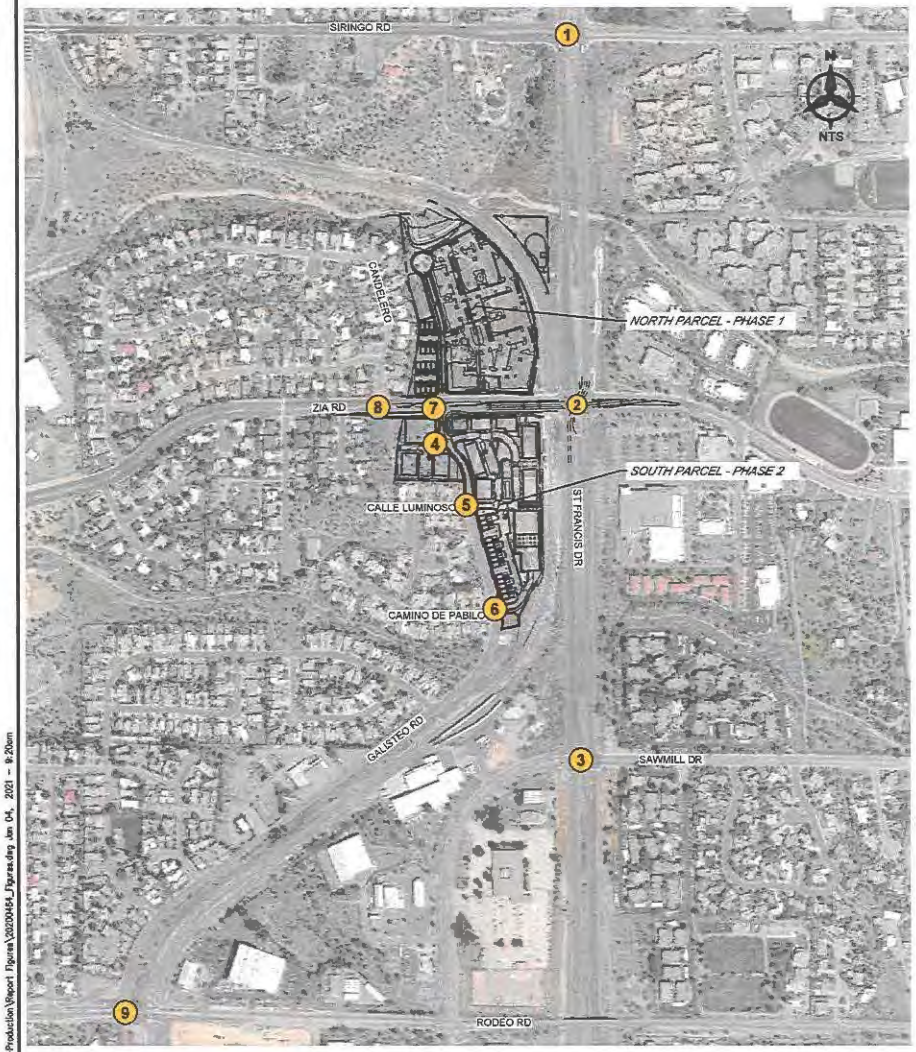
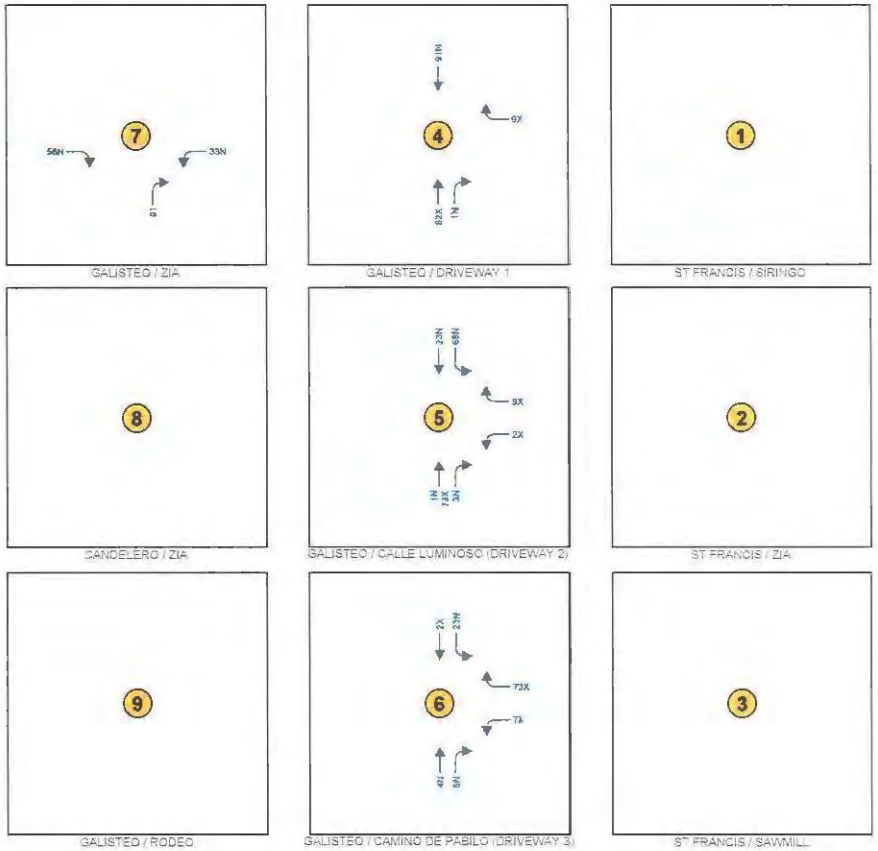
FIGURE 11
TRIP DISTRIBUTION & ASSIGNMENT
VOLUMES AM (PM) - RESIDENTIAL
SOUTH





LEGEND

- Thru Lanes (# as indicated)
- Turning Lanes (# as indicated)
- 1234(1234) Trip Assignment Percentages
- N Entering
- X Exiting

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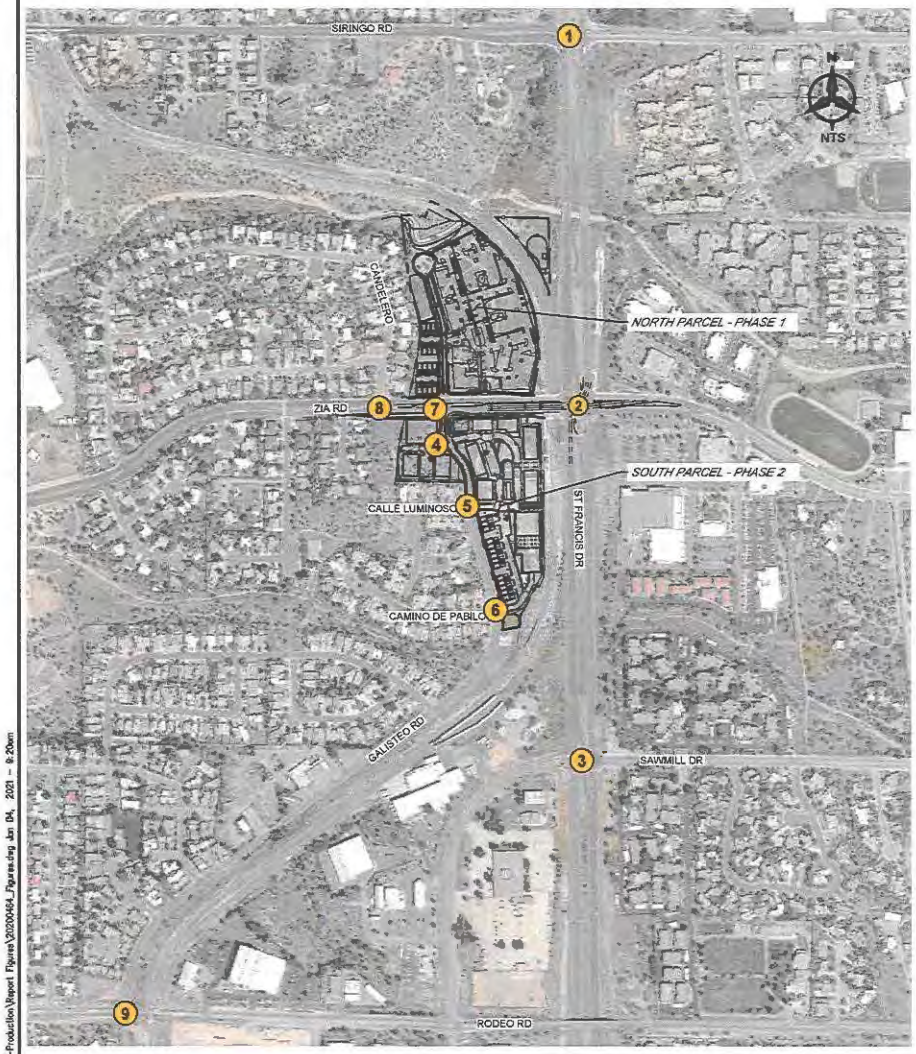
FIGURE 12
TRIP DISTRIBUTION & ASSIGNMENT
PERCENTAGES - PASS BY



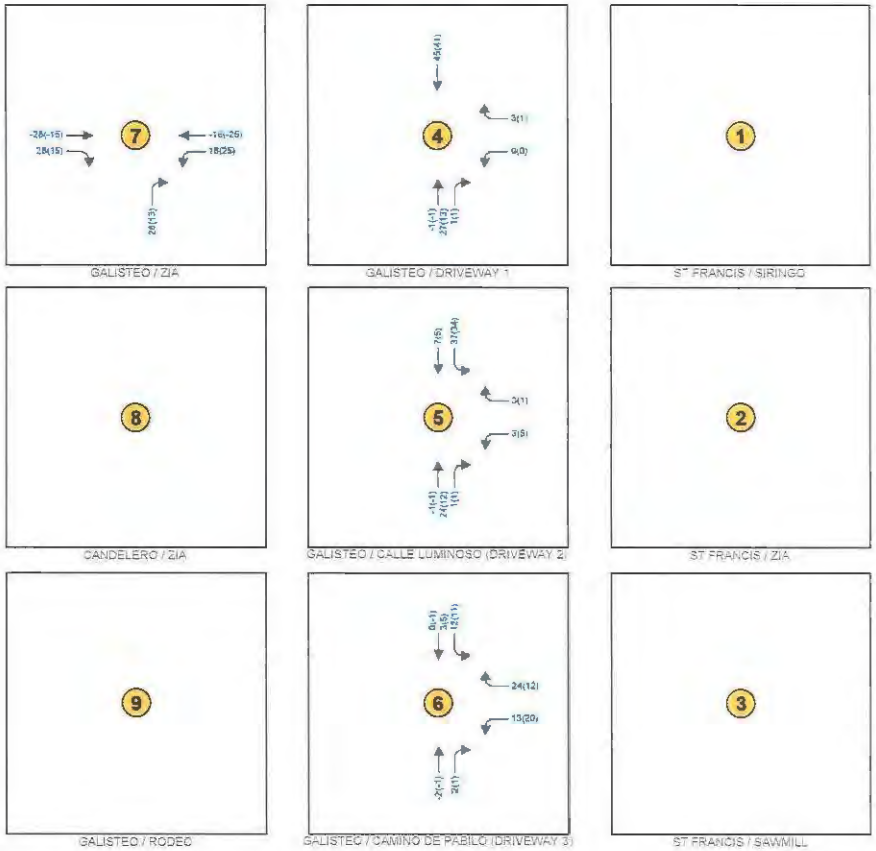


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FIGURE 13
TRIP DISTRIBUTION & ASSIGNMENT
VOLUMES PM - PASS-BY

VI. TRAFFIC AND IMPROVEMENT ANALYSIS

The following section will discuss the results of the future year traffic analysis.

A. LEVEL OF SERVICE ANALYSIS

1. 2024 No Build Intersection Capacity Analysis

For the 2024 No Build scenario, the intersections were again analyzed using HCS7. Table 7 through Table 10 shows the 2024 No Build results. The HCS output is included in Appendix D.

a) *St Francis Drive and Siringo Road*

In the No Build analysis, the signalized intersection of St Francis Drive and Siringo Road continues to operate under capacity in all AM analysis periods. Eastbound right, westbound thru, and westbound right movements in some analysis periods operate at LOS E.

In the PM, the intersection will become overcapacity in most analysis periods with the highest v/c of 1.63, which occurs at 5:15 PM. Delay is expected to be high, particularly from 5:45 PM on. The primary movements operating poorly in the PM include the southbound thru and eastbound right. This is due to the high volume of traffic traveling south on St Francis Drive towards I-25 in the PM peak hour. Note the oversaturated conditions may extend beyond 6:00 PM. Again, these results reflect the scaredy-cat nature of drivers destined for southbound I-25 crowding into the far right lane prior to the interstate.

Table 7 | 2024 No Build Signalized Intersection Results (St Francis & Siringo)

2024 No Build AM				2024 No Build PM			
Period	Delay	LOS	Max V/C	Period	Delay	LOS	Max V/C
7:00	17	B	0.75	16:00	55.3	E	1.09
7:15	18.5	B	0.76	16:15	38.1	D	0.86
7:30	22.4	C	0.74	16:30	59.8	E	1.11
7:45	25.6	C	0.93	16:45	141.2	F	1.24
8:00	21	C	0.68	17:00	299	F	1.41
8:15	20.1	C	0.78	17:15	569.6	F	1.63
8:30	20	B	0.67	17:30	547.5	F	0.97
8:45	19.7	B	0.80	17:45	619.4	F	1.03

b) *St Francis Drive and Zia Road*

The multi-period analysis indicates that in the No Build, the signalized intersection of St Francis Drive and Zia Road operates over capacity from 7:30 to 9:00 AM and from 4:15 to 6:00 PM. The highest v/c in the AM is 1.64, which occurs at 7:45 AM and the highest v/c in the PM is 1.27, which occurs at 5:15 PM, both in the eastbound left movement.

In the AM the eastbound left movement operates over capacity, with high queue spillover into the adjacent thru lane. The primary movements operating poorly in the PM include the southbound thru and eastbound left. The eastbound left-turn lane performs poorly in both AM and PM analysis periods because the storage lengths are not sufficient. Note the oversaturated conditions may extend beyond 9:00 AM and beyond 6:00 PM.

The previous adjustments for lane utilization for southbound through and eastbound left traffic were again applied for the No Build scenario.

Table 8 | 2024 No Build Signalized Intersection Results (St Francis & Zia)

2024 No Build AM				2024 No Build PM			
Period	Delay	LOS	Max V/C	Period	Delay	LOS	Max V/C
7:00	26.6	C	0.90	16:00	50.9	D	1.09
7:15	26.7	C	0.92	16:15	64.4	E	0.96
7:30	59.1	E	1.60	16:30	80.6	F	1.14
7:45	124.5	F	1.64	16:45	122.2	F	1.14
8:00	179.7	F	1.41	17:00	165.4	F	1.14
8:15	267	F	1.56	17:15	190.9	F	1.27
8:30	284.6	F	1.27	17:30	224	F	1.09
8:45	251.5	F	1.04	17:45	248.8	F	1.06

c) *St Francis Drive and Sawmill Road*

In the No Build analysis, the signalized intersection of St Francis Drive and Sawmill Road operates at an overall acceptable level of service in both AM and PM analysis periods. In the AM, the eastbound left and westbound right movements operate at LOS E or F in some analysis periods. In the PM, the eastbound thru movement operates over capacity at 5:15 PM with a v/c of 1.17. Both eastbound and westbound approaches have movements that operate at LOS E or F in most analysis periods.

The adjustments for southbound through lane utilization were again included in this scenario.

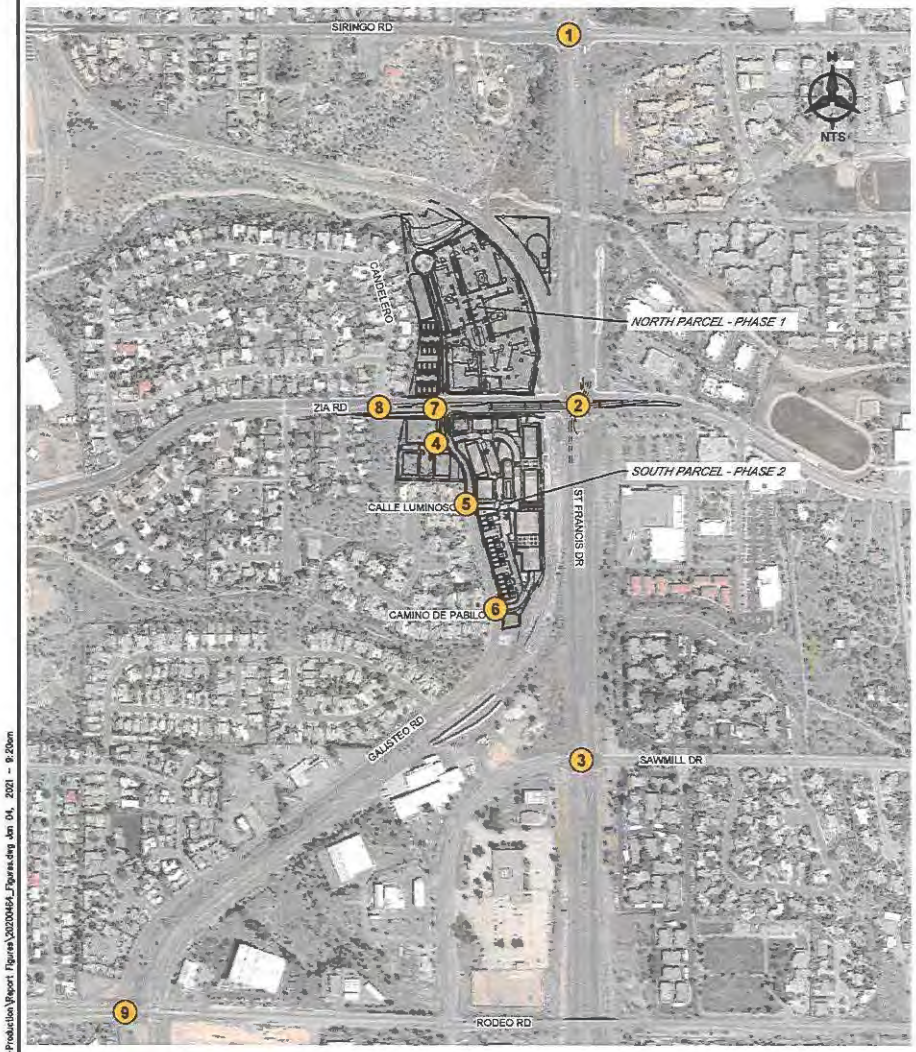
Table 9 | 2024 No Build Signalized Intersection Results (St Francis & Sawmill)							
2024 No Build AM				2024 No Build PM			
Period	Delay	LOS	Max V/C	Period	Delay	LOS	Max V/C
7:00	14.1	B	0.64	16:00	25.2	C	0.83
7:15	16.5	B	0.72	16:15	23	C	0.88
7:30	27.5	C	0.91	16:30	27.3	C	0.93
7:45	29.2	C	0.95	16:45	28.7	C	0.95
8:00	25.1	C	0.87	17:00	29.4	C	0.95
8:15	21.4	C	0.79	17:15	36.8	D	1.17
8:30	19.8	B	0.76	17:30	29.5	C	0.82
8:45	19.4	B	0.77	17:45	26.8	C	0.95

d) *Unsignalized Intersections*

The analysis indicates the unsignalized intersections are expected to continue operating at acceptable levels of service in the No Build. Queueing will remain at one car or less and level of service will not degrade to LOS E or F.

Again, the northbound left turn from Galisteo onto Zia was evaluated with two-stage gap acceptance and results in lower delay for this movement.

Table 10 | 2024 No Build Unsignalized Intersection Results								
	2024 No Build AM Peak				2024 No Build PM Peak			
Intersection/Movement	Delay	v/c	Queue* (ft)	LOS	Delay	v/c	Queue* (ft)	LOS
Zia and Candelero	-	-	-	-	-	-	-	-
Eastbound Left	8.3	0.00	0	A	9.7	0.01	0	A
Southbound Approach	16.6	0.09	25	C	22.1	0.11	25	C
Zia and Galisteo	-	-	-	-	-	-	-	-
Eastbound Left	8.2	0.00	0	A	9.5	0.00	0	A
Westbound Left	9.5	0.04	25	A	8.8	0.10	25	A
Northbound Left	26.0	0.03	25	D	30.0	0.05	25	D
Northbound Right	12.2	0.18	25	B	10.2	0.08	25	B
Galisteo and Calle Luminoso	-	-	-	-	-	-	-	-
Eastbound Approach	9.2	0.01	0	A	9.3	0.01	0	A
Northbound Left	7.3	0.00	0	A	7.5	0.00	0	A
Galisteo and Camino Pabilo	-	-	-	-	-	-	-	-
Eastbound Approach	9.1	0.02	0	A	9.1	0.01	0	A
Northbound Left	7.3	0.00	0	A	7.5	0.00	0	A
Rodeo and Galisteo	-	-	-	-	-	-	-	-
Eastbound Left	8.6	0.03	25	A	9.9	0.03	25	A
Westbound Left	9.8	0.03	25	A	8.7	0.04	25	A
Northbound Approach	18.4	0.17	25	C	15.2	0.07	25	C
Southbound Left	26.9	0.08	25	D	25.5	0.08	25	D
Southbound Right	11.9	0.07	25	B	17.1	0.14	25	C
* – HCM 95th percentile queue rounded to next 25-foot increment								



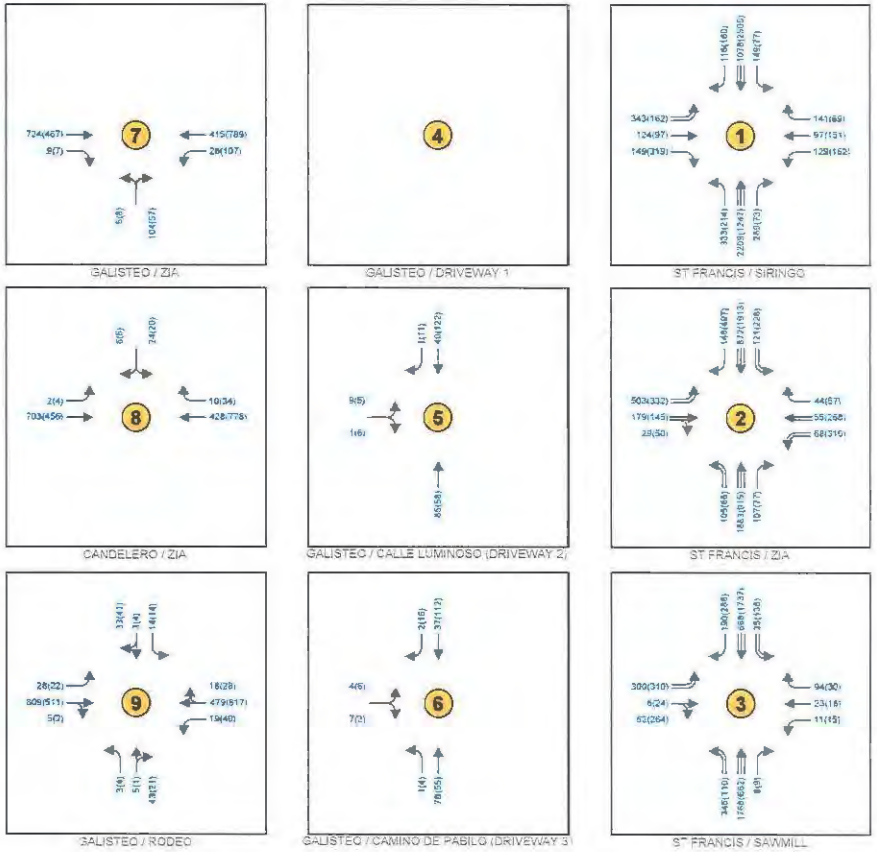


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FIGURE 14
2024 NO-BUILD AM (PM) PEAK HOUR TRAFFIC VOLUMES

2. 2024 Build Traffic Volumes

The trips generated by the site (Table 6) were assigned to the intersections. These trips were added to the 2024 No Build traffic projections. The 2024 Build LOS are shown in Table 11 through Table 14. The individual intersection output is included in Appendix E.

a) *St Francis Drive and Siringo Road*

In the Build analysis, the signalized intersection of St Francis Drive and Siringo Road continues to operate acceptably overall. The northbound left movement is expected to become overcapacity from 7:45 to 8:00 AM with v/c of 1.08; however, the AM overall will operate no worse than LOS C. Eastbound right, westbound thru, and westbound right movements in some analysis periods continue to operate at LOS E.

In the PM, the southbound thru/right movement will become overcapacity in most analysis periods with the highest v/c of 1.64 occurring at 5:15 PM. Delay is expected to be high in the southbound direction, particularly from 6:45 PM on. The primary movements operating poorly in the PM include the southbound thru/right and eastbound right. Note the oversaturated conditions may extend beyond 6:00 PM.

The adjustments for southbound through lane utilization were again included in this scenario.

Table 11 | 2024 Build Signalized Intersection Results (St Francis & Siringo)

2024 Build AM				2024 Build PM			
Period	Delay	LOS	Max V/C	Period	Delay	LOS	Max V/C
7:00	17.3	B	0.75	16:00	55.1	E	1.08
7:15	18.5	B	0.76	16:15	40.5	D	0.86
7:30	25.2	C	0.83	16:30	75.5	E	1.18
7:45	31.8	C	1.08	16:45	198.1	F	1.35
8:00	23.2	C	0.69	17:00	382.1	F	1.46
8:15	25.3	C	0.82	17:15	653.1	F	1.64
8:30	20.8	C	0.67	17:30	628.4	F	0.98
8:45	20.3	C	0.81	17:45	711.1	F	1.03

b) *St Francis Drive and Zia Road*

The signalized intersection of St Francis Drive and Zia Road improves significantly overall in the Build analysis. With the addition of a third eastbound left turn lane and additional storage due to the realignment of Galisteo Road, the eastbound left

movement will experience a reduction in queueing and delay. These improvements are conceptually shown in Figure 18 on page 47. It is also expected that with the improved performance of the eastbound left, there may be a reduction in trips known to go eastbound through the intersection of St Francis and Zia, perform a u-turn east of the intersection, and turn right onto St Francis. To account for this reduction, 10% of total eastbound thru trips were reduced from this movement and assigned to the eastbound left.

In the AM, the intersection operates at an overall acceptable level of service with no oversaturated movements. The eastbound thru/right movement is expected to experience queue spillover from 7:45 to 8:15 AM (4 cars). Though the eastbound thru/right spills over into the adjacent lane by four (4) cars in the AM, only one (1) car blocks the intersection of Zia and Galisteo. The AM will operate no worse than LOS C overall with the proposed improvements. However, eastbound thru/right, northbound left, and southbound left movements in some analysis periods will operate at LOS E or F. The operation of the eastbound thru/right movement in particular is expected to worsen. This is due to the decrease in eastbound thru lanes to accommodate the third left-turn lane. The remaining eastbound thru lane will become a shared thru/right lane, which will begin just east of the Zia Road and Galisteo Road intersection. This relatively slight reduction delay and level of service is seen as an appropriate trade-off, as the proposed improvements provide substantial improvement over the Existing and No Build operations.

*** Micro-Simulation**

Overcapacity intersections and movements and free right turns were further evaluated using micro-simulation tools to provide additional results that consider driver behavior. When these movements were evaluated in the TransModeler micro-simulation tool, it shows no spillover and generates reasonable delay. In situations like this when results from HCS and TransModeler differ, adjustments to HCS can be made to overcome limitations in the HCM. This was not done in this case. However, use of micro-simulation tools to supplement HCM procedures in oversaturated conditions is an acceptable use per the HCM.

The eastbound thru/right movement is not expected to add delay to the adjacent lane from spillover. Field conditions indicate the southbound thru movement does queue back past Siringo occasionally, particularly in the outside most lane with drivers preparing for the I-25 southbound on ramp.

In the PM, the southbound thru movement will become overcapacity in two analysis periods with the highest v/c of 1.08*, which occurs at 5:00 PM. The eastbound thru/right movement is expected to experience queue spillover at 4:30 (1 car) and 5:00 (1 car). The primary movements operating poorly in the PM include the eastbound thru/right, westbound left, southbound left, and southbound thru.

Table 12 | 2024 Build Signalized Intersection Results (St Francis & Zia)							
2024 Build AM				2024 Build PM			
Period	Delay	LOS	Max V/C	Period	Delay	LOS	Max V/C
7:00	21.5	C	0.34	16:00	36.1	D	0.99
7:15	20.5	C	0.48	16:15	31.9	C	0.91
7:30	25.3	C	0.78	16:30	45.8	D	1.05
7:45	28.5	C	0.99	16:45	42.8	D	0.94
8:00	25.6	C	0.91	17:00	50.7	D	1.08
8:15	23.9	C	0.74	17:15	60.1	E	0.98
8:30	20.9	C	0.69	17:30	57.4	E	0.99
8:45	21.2	C	0.68	17:45	50.6	D	0.97

c) *St Francis Drive and Sawmill Road*

In the Build analysis, the signalized intersection of St Francis Drive and Sawmill Road operates at an overall acceptable level of service in both AM and PM analysis periods. In the AM, the eastbound left and westbound right movements operate at LOS E or F in some analysis periods. In the PM, the eastbound thru/right movement operates over capacity at 5:15 PM with a v/c of 1.10. Both eastbound and westbound approaches have movements that operate at LOS E or F in most analysis periods.

The adjustments for southbound through lane utilization were again included in this scenario.

Table 13 | 2024 Build Signalized Intersection Results (St Francis & Sawmill)							
2024 Build AM				2024 Build PM			
Period	Delay	LOS	Max V/C	Period	Delay	LOS	Max V/C
7:00	14	B	0.64	16:00	26.5	C	0.73
7:15	16	B	0.72	16:15	24.7	C	0.88
7:30	25.3	C	0.87	16:30	29	C	0.89
7:45	28.5	C	0.96	16:45	29.4	C	0.91
8:00	23.6	C	0.84	17:00	30.5	C	0.91
8:15	21.2	C	0.79	17:15	35.7	D	1.10
8:30	19	B	0.76	17:30	27.1	C	0.82
8:45	18.5	B	0.77	17:45	27.8	C	0.91

d) *Unsignalized Intersections*

The analysis indicates the unsignalized intersections are expected to continue operating at acceptable levels of service in the No Build. The proposed improvements restrict the Zia and Galisteo intersection to left-in/right-in/right-out only. Queueing will remain at one car or less and level of service will not degrade to LOS E or F.

The proposed site entrances are also expected to operate acceptably with minimal queueing and delay.

The intersection of Zia Road and Candelero was evaluated with a westbound u-turn movement due to the restricted left-out at Zia Road and Galisteo Road. This movement is expected to operate acceptably with a queue of one vehicle in both the AM and PM peak hours.

A peak hour traffic signal warrant analysis was performed for the Zia and Galisteo intersection and a traffic signal was not warranted. A copy of the peak hour traffic signal warrant analysis is included in Appendix E.

Table 14 | 2024 Build Unsignalized Intersection Results								
	2024 Build AM Peak				2024 Build PM Peak			
Intersection/Movement	Delay	v/c	Queue* (ft)	LOS	Delay	v/c	Queue* (ft)	LOS
Zia & Candelero	-	-	-	-	-	-	-	-
Eastbound Left	8.5	0.00	0	A	9.8	0.01	0	A
Westbound U Turn	14.6	0.11	25	B	10.8	0.04	25	B
Southbound Approach	15.9	0.09	25	C	18.2	0.09	25	C
Zia & Galisteo	-	-	-	-	-	-	-	-
Eastbound Left	8.3	0.01	0	A	9.7	0.02	25	A
Westbound Left	11.9	0.29	50	B	9.9	0.25	25	A
Northbound Right	15.3	0.42	75	C	11.7	0.27	50	B
Southbound Right	10.4	0.15	25	B	11.9	0.11	25	B
Galisteo & D1	-	-	-	A	-	-	-	-
Eastbound Right	9.9	0.01	0	A	9.3	0.01	0	A
Westbound Right	9.2	0.02	0	A	9.1	0.02	25	A
Northbound Left	7.8	0.00	0		7.6	0.00	0	A
Galisteo & D2/Calle Luminoso	-	-	-	-	-	-	-	-
Eastbound Approach	15.0	0.03	25	B	11.6	0.02	25	B
Westbound Approach	13.5	0.09	25	B	12.8	0.09	25	B
Northbound Left	7.5	0.00	0	A	7.6	0.00	0	A
Southbound Left	8.2	0.15	25	A	8.0	0.10	25	A
Galisteo & D3/Camino Pabilo	-	-	-	-	-	-	-	-
Eastbound Approach	11.1	0.02	25	B	9.8	0.01	0	A
Westbound Approach	11.6	0.26	25	B	11.6	0.27	50	B
Northbound Left	7.3	0.00	0	A	7.5	0.00	0	A
Southbound Left	7.7	0.07	25	A	7.5	0.05	25	A
Rodeo & Galisteo	-	-	-	-	-	-	-	-
Eastbound Left	8.7	0.05	25	A	10.1	0.05	25	B
Westbound Left	9.7	0.03	25	A	8.6	0.04	25	A
Northbound Approach	18.8	0.17	25	C	16.9	0.08	25	C
Southbound Left	32.3	0.22	25	D	28.6	0.18	25	D
Southbound Right	13.1	0.18	25	B	21.2	0.34	50	C
* – HCM 95th percentile queue rounded to next 25-foot increment								

e) *Queue Discussion*

The following section reports the expected maximum queueing for new movements on Zia.

Queueing is not expected to exceed the available storage with the exception of two instances at St Francis Drive and Zia Road: eastbound thru/right in the AM and PM and westbound left in the PM. The eastbound thru/right will experience queue spillover of approximately four (4) vehicles in the AM and one (1) vehicle in the PM. The westbound left will have about two (2) vehicles extend beyond the available storage.

The eastbound and westbound left turn bays at Zia Road and Galisteo Road, and the westbound u-turn at Candelero, are not expected to queue beyond available storage.

Table 15 | Max Queue Results			
Movement	**Available Storage**	**AM**	**PM**
St Francis & Zia	-	-	-
Eastbound Left	275	244	202
Eastbound Thru/Right	375	484	402
Westbound Left	251	53	236
Westbound Right	150	124	86
Zia & Galisteo	-	-	-
Eastbound Left	84	0	25
Westbound Left	126	50	25
Zia & Candelero	-	-	-
Westbound U Turn	84	25	25

B. FUTURE TRANSIT SERVICE

Currently Santa Fe Trails does not have a route that serves the Zia Rail Runner Station. When bus service was discussed at the time of the Station Opening (2016), SF Trails was concerned about accessing/negotiating the St. Francis/Zia Road intersection without additional improvements, and they wanted to see what kind of ridership the station experienced. With the proposed intersection improvements (both physical and functional) it is anticipated that SF Trails may consider extending or altering their route(s), currently Route#6, to serve the development and the NM Rail Runner Station. Discussions with Santa Fe Trails will consider bus stop needs. We will also coordinate with Rio Metro to determine the appropriate location for a drop-off lane as well as parking needs for the Station.

C. PEDESTRIAN CIRCULATION

As a multi-modal mixed-use development, the Zia Station project recognizes the importance of a well-connected, safe, and appealing environment for pedestrians and bicyclists. New, wider sidewalks along Zia Road and Galisteo Road connect to existing sidewalks and to the Santa Fe Rail Trail. An internal network of sidewalks and pedestrian-focused areas provide internal connections and link to perimeter adjacent sidewalks, urban trails, and social trails. Rail Trail parking is provided in new parallel parking along the east side of Galisteo Road. The streetscape at the center of the Zia Station development has parallel/angled parking, street trees, and striped crosswalks to slow vehicular traffic and promote a pedestrian-friendly environment.

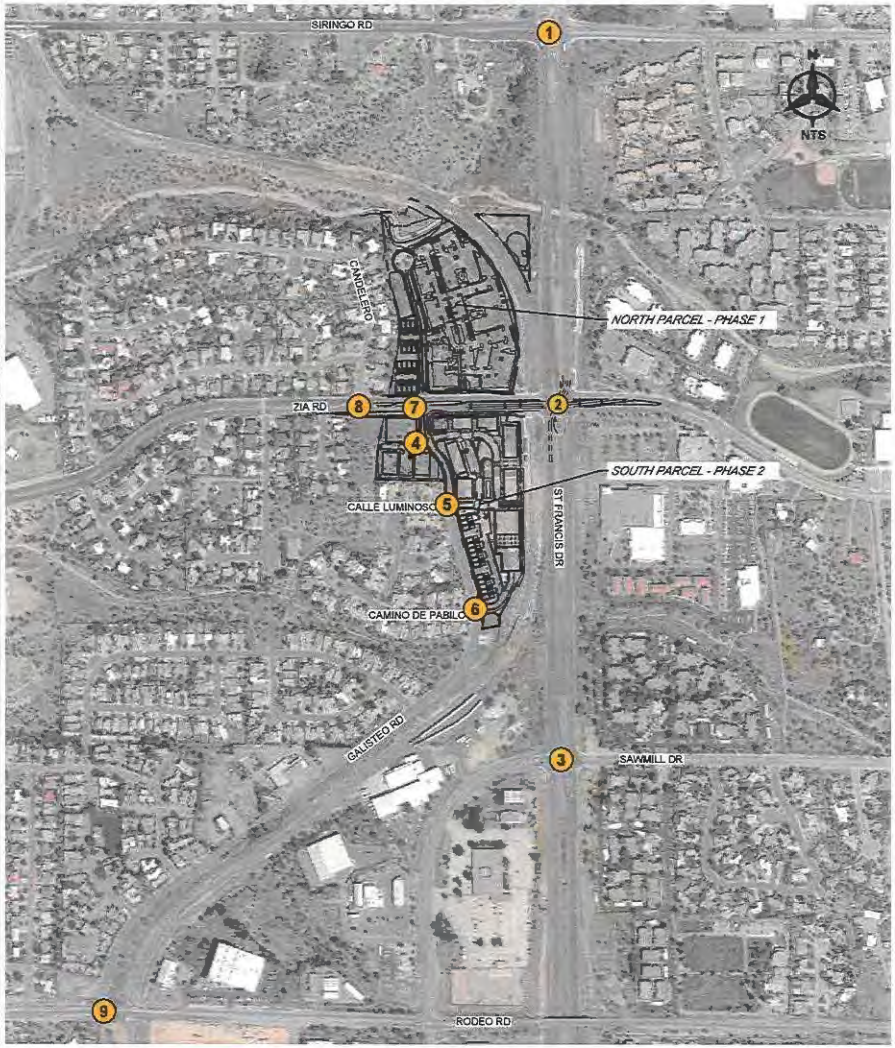
Furthermore, the project facilitates bicycling by providing a new 8' wide urban trail connection to the Santa Fe Rail Trail from Galisteo Road north of Zia Road. On-road bike lanes on new/improved segments of Galisteo Road and Zia Road connect to the existing network. Bicycle racks will be distributed throughout the site.

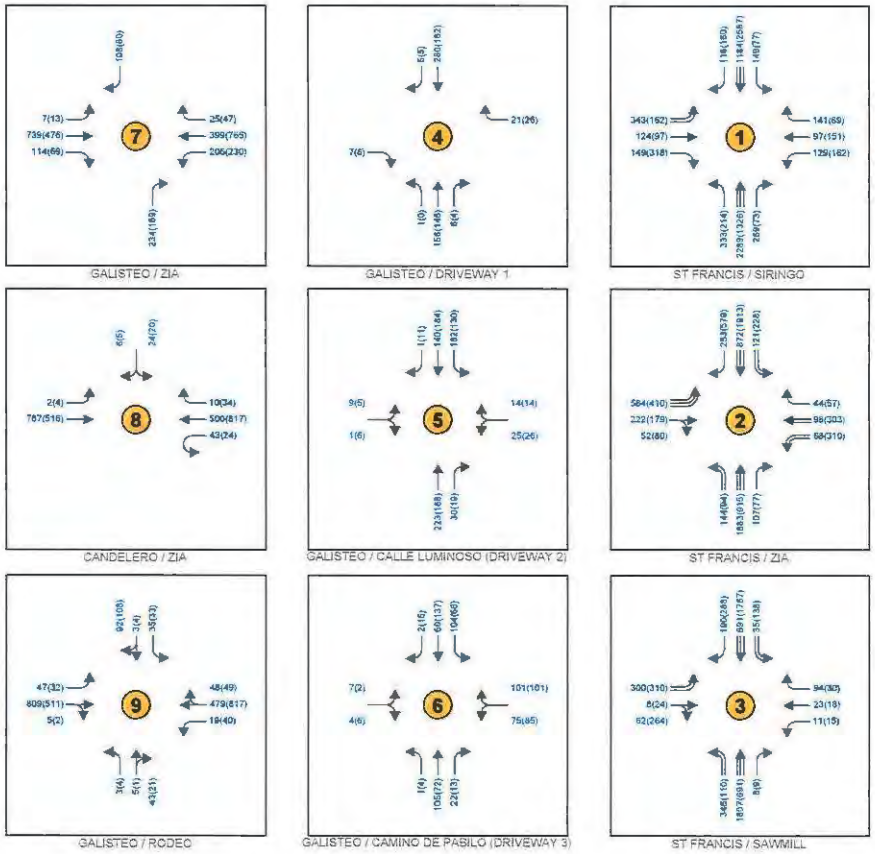
A crosswalk across Galisteo at the north driveway will be provided to link the west parcel and parking garage to the east parcel.

The pedestrian circulation concept for the North parcel is shown in Figure 16, with the South Parcel shown in Figure 17.

D. PARKING

Parking is being provided in compliance with City of Santa Fe regulations. Phase 1 is primarily surface parked with some tuck-under garages. Phase 2 includes two parking structures comprising 399 spaces and 89 surface/on-street spaces. Assigned spaces for tenants and residents will be provided in the structures, with on-street spaces reserved for visitors/customers. As a mixed-use development, the peak commercial parking demand will be in the daytime and the peak residential demand will be at night, affording the opportunity for shared parking. The parking supply satisfies the City Code requirements, so shared parking is not required, but just an element of the overall parking program. Although there currently is no parking available for transit (Rail Runner) riders, with the 20-25 additional parking spaces provided in this plan, there will be approximately 20-25 transit rider parking spaces allocated in the parking structure(s).





LEGEND

- Thru Lanes (# as indicated)
- Turning Lanes (# as indicated)
- 1234(1234) AM(PM) Traffic Counts

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FIGURE 15
2024 BUILD AM (PM) PEAK HOUR TRAFFIC VOLUMES



LEGEND

PROPERTY BOUNDARY

COMMON OPEN SPACE

LEGEND - SITE CONNECTIVITY

JUNCTION WITH EXISTING URBAN TRAILS, SIDEWALKS, AND PATHS

SIDEWALK / URBAN TRAIL (EXISTING)

PERIMETER SITE CIRCULATION, SIDEWALK (NEW, 5'-6' WIDTH)

INTERNAL SITE CIRCULATION, SIDEWALK (NEW, 5' MIN.)

PEDESTRIAN HARDSCAPE AREA (NEW)

OPEN SPACE

APARTMENTS - OPEN SPACE

LOT AREA (TRACT I + J)	442,499 SF	
OPEN SPACE - REQUIRED	23,250 SF	93 UNITS x 250 SF
OPEN SPACE - PROPOSED	168,706 SF	38.1% OF LOT AREA

* OPEN SPACE INCLUDES DETENTION POND, DOG PARK, INTERNAL PRIVATE COURTYARDS, STREETSCAPE AREAS, AND OPEN SPACE AREAS GREATER THAN 15' X 15'

TOWNHOMES - OPEN SPACE

LOT AREA (TRACT H)	32,579 SF	
OPEN SPACE - REQUIRED	3,500 SF	14 UNITS x 250 SF
OPEN SPACE - PROVIDED	9,129 SF	28.0 OF LOT AREA

* OPEN SPACE INCLUDES INTERNAL COURTYARDS AND OPEN OPEN SPACE AREAS GREATER THAN 15' X 15'

OPEN SPACE (OVERALL PHASE 1)

LOT AREA (TRACT I, J, H)	475,078 SF	
OPEN SPACE - PROVIDED	177,972 SF	37.4% OF LOT AREA

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SCALE: 1" = 50-0"
0' 25' 50' 100' 200'

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BENCH MARKS

ENGINEER'S SEAL

AS-BUILT INFORMATION

	BY	DATE
CONTRACTOR		
WORK STAKED BY		
INSPECTIONS ACCEPTED BY		
FIELD VERIFICATION BY		
DRAWINGS CORRECTED BY		

REVISIONS

NO.	DATE

DESIGN

DESIGNED BY	PS
CHECKED BY	CMH
DRAWN BY	PS

FIGURE 16
ZIA STATION
PRELIMINARY DEVELOPMENT PLAN
OPEN SPACE PLAN PHASE 1

BHI PROJECT NO.	DWG NO.	SHEET	OF
20210083	L-106	X	X



LEGEND

- PROPERTY BOUNDARY
- COMMON OPEN SPACE

LEGEND - SITE CONNECTIVITY

- JUNCTION WITH EXISTING URBAN TRAILS, SIDEWALKS, AND PATHS
- SIDEWALK / URBAN TRAIL (EXISTING)
- URBAN TRAIL (NEW, 10' WIDTH)
- PERIMETER SITE CIRCULATION, SIDEWALK (NEW, 5'-8' WIDTH)
- INTERNAL SITE CIRCULATION, SIDEWALK (NEW, 5' MIN.)
- SOFT SURFACE PATH (NEW)
- PEDESTRIAN HARDSCAPE AREA (NEW)

OPEN SPACE

LOT AREA (SEE LOT LINE ADJUSTMENT PLAT)

TRACT A	80,435 SF
TRACT B	54,178 SF
TRACT C	82,061 SF
TRACT D	56,298 SF
TRACT E	30,679 SF
TRACT F	49,476 SF
TRACT G	32,579 SF
LOT AREA - TOTAL	383,706 SF

COMMON OPEN SPACE

COMMON OPEN SPACE	REQUIRED	PROVIDED *
	76,740 SF	161,972 SF
	(383,706 SF x 20%)	
	20.0% OF LOT AREA	42.2% OF LOT AREA

* OPEN SPACE INCLUDES WALKWAYS, HARDSCAPE, LANDSCAPE

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SCALE: 1" = 50'-0"
0' 25' 50' 100' 200'
COMMON OPEN SPACE - REQUIRED

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BENCH MARKS

ENGINEER'S SEAL

AS-BUILT INFORMATION

	BY	DATE
CONTRACTOR		
WORK STAKED BY		
INSPECTIONS ACCEPTANCE BY		
FIELD VERIFICATION BY		
DRAWINGS COMPLETED BY		

REVISIONS

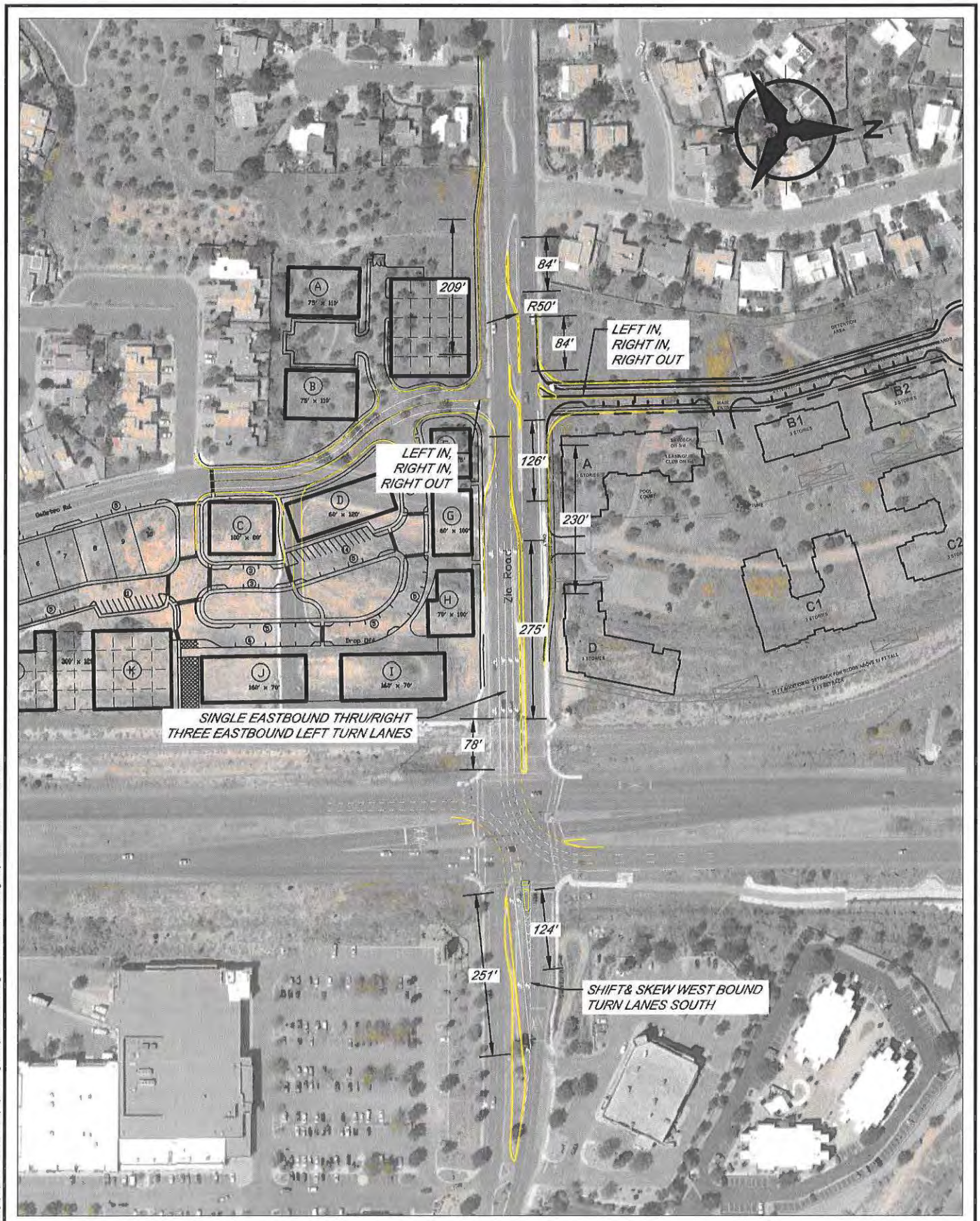
NO.	DATE	

DESIGN

DESIGNED BY	PS
CHECKED BY	CAH
DRAWN BY	PS

FIGURE 17
ZIA STATION
PRELIMINARY DEVELOPMENT PLAN
OPEN SPACE PLAN PHASE 2

BHI PROJECT NO.	DWG NO.	SHEET	OF
20210083	L-107	X	X



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Bohannan Huston www.bhinc.com 800.877.5332	ZIA STATION SANTA FE, NEW MEXICO SITE TRAFFIC ANALYSIS	FIGURE 18 RECOMMENDED IMPROVEMENTS

VII. SAFETY ANALYSIS

To assess the safety performance of all major roadways located within the study area, a safety analysis was performed using Highway Safety Software (HSS). Geometric parameters along with annual average daily traffic (AADT) calculations and three years of prior crash data were applied to determine the predicted crash frequency for existing (2020) and future (2024) no build and build scenarios.

The AADT for each case was estimated by implementing the principle for which the peak hourly factor is ten percent of the annual average daily traffic volume. Crash data was provided by NMDOT for the years 2015 through 2017. Roadways in this urban study involve sections of St Francis Drive, Zia Road, and Sawmill Road.

This study reports the predicted crash frequency rather than the expected crash frequency. It should be noted, to estimate expected crash frequency, the project level-parameters should be calibrated to local conditions. New Mexico does not currently have any calibrated parameters; therefore, the calibrated default parameters from the Highway Safety Manual were used. These values were derived using data collected from multiple states including Washington and California.

Observed versus Predicted Crashes

The Highway Safety Manual (HSM) defines **observed crash frequency** as the historical crash data reported at the site during the period of analysis. The **predicted crash frequency** is the crash frequency calculated based on geometric design, traffic control features, and traffic volume of the site.

A. ST. FRANCIS DRIVE

The roadway section of St Francis Drive included in the study is between Siringo Road and Sawmill Road. The posted speed is 45 MPH with a three-lane divided highway typical cross section. HSS does not provide this type of section, thus it was modeled as a four-lane divided highway. The 40-foot median was measured in Google Earth. No driveways exist on St Francis. This roadway was modeled starting at St Francis and Siringo and ending at St Francis Drive and Sawmill.

Observed crash data revealed 118 crashes at the Siringo intersection, 128 crashes at the Zia intersection, and 83 crashes at the Sawmill intersection. The segments between these crossings, however, have significantly less observed crashes. The segment between Siringo and Zia has 22 observed crashes, while the segment between Sawmill and Zia has 16 observed crashes.

For existing conditions, results show the total number of predicted crashes is 19.44 crashes per year. The section with the highest number of predicted crashes is St-

Francis-Siringo intersection, of 6.36 crashes per year. The section with the lowest number of predicted crashes is the segment between Sawmill Road and Zia Road, of 1.73 crashes per year.

The 2024 no build safety analysis involved updating the traffic volume for all segments and intersections. This led to higher results for the predicted crash frequency. The total number of predicted crashes for 2024 no build study is 20.40 crashes per year. This implies one additional crash will be observed compared to 2020 existing conditions.

Similar to the no build analysis, the 2024 build study increased the AADT to determine the number of predicted crashes. This resulted in 21.31 total predicted crashes per year for 2024 build conditions. Based on these values, one additional crash will be observed compared to 2024 no build conditions and two additional crashes compared to 2020 existing results. Results for St Francis Drive are shown in Table 16. Full report outputs are located in Appendix E.

Table 16 | Predicted Crash Frequency for St Francis Drive

Location	Observed Crashes (2015-2017)	Predicted Crashes per Year		
		2020 Existing	2024 No Build	2024 Build
Sawmill	83	4.51	4.73	4.83
North of Sawmill	16	1.73	1.82	1.87
Zia	128	4.69	4.91	5.29
North of Zia	22	2.15	2.26	2.37
Siringo	115	6.36	6.68	6.96
Total		**19.44**	**20.40**	**21.31**

B. ZIA ROAD

The section of Zia Road included in the safety analysis includes Santa Fe High School driveways east to St Francis Drive. The typical cross section for Zia is a four-lane undivided roadway with existing driveways. The posted speed limit is 35 MPH and lighting is present throughout.

Observed crashes on Zia are concentrated at the Galisteo and St Francis intersections, with 14 and 128 crashes respectively, while the remainder of the corridor has a low number of observed crashes. The existing 2020 analysis predicts 7.90 crashes per year.

The 2024 no build analysis generated a predicted crash frequency of 8.28 crashes per year. This is about one additional predicted crash compared to the 2020 existing analysis.

Results from the 2024 build analysis showed an increase in the total predicted crash frequency to 9.94 crashes per year. This is one additional predicted crash compared to 2024 no build analysis and two additional predicted crashes compared to 2020 existing results. Results for the crash analysis on Zia are displayed in Table 17.

Table 17 | Predicted Crash Frequency for Zia Road

Location	Observed Crashes (2015-2017)	Predicted Crashes per Year		
		2020 Existing	2024 No Build	2024 Build
West of School Driveway	4	0.99	1.04	1.21
Candelero - West	0	0.28	0.30	0.34
East of Candelero (West)	1	0.76	0.79	0.93
Candelero - East	0	0.30	0.31	0.38
East of Candelero (East)	2	0.32	0.33	0.42
Galisteo	14	0.38	0.40	0.80
East of Galisteo	0	0.19	0.20	0.24
St Francis	128	4.69	4.91	5.08
Total		**7.90**	**8.28**	**9.94**

C. SAWMILL ROAD

A safety analysis was performed on Sawmill Road from Rodeo Road to St Francis Drive. With a posted speed of 35 MPH, the typical cross section is a four-lane undivided segment. Driveways are present throughout.

Crash data shows 26 observed crashes at the Rodeo intersection and 83 at St Francis and Sawmill intersection. Four crashes were recorded between these intersections on Sawmill. For 2020 existing analysis, the total predicted crash frequency is 6.48 crashes per year. This is slightly less than the 2024 no build predicted crash frequency, of 6.80 crashes per year.

The predicted crash frequency for the 2024 build analysis is 6.94. This implies there will be little to no change in the number of observed crashes between build and no build conditions. Results for the Sawmill analysis can be found in Table 18.

Table 18 | Predicted Crash Frequency for Sawmill Road				
Location	Observed Crashes (2015-2017)	Predicted Crashes per Year		
		2020 Existing	2024 No Build	2024 Build
Rodeo	26	1.87	1.96	2.01
North of Rodeo	4	0.66	0.69	0.69
St Francis	83	3.96	4.15	4.24
Total		**6.48**	**6.80**	**6.94**

VIII. CONCLUSIONS AND RECOMMENDATIONS

A. CONCLUSIONS

The traffic analysis found the St Francis and Zia signalized intersection does not operate at acceptable levels of service under the Existing 2020 and 2024 No Build. Proposed improvements to the eastbound approach are expected to help improve the operation of the intersection in 2024 Build.

In the existing and no build analyses, the St Francis Drive and Siringo Road signalized intersection operates overall acceptably in all analysis periods in the AM but is overall LOS F in most 15-minute analysis periods in the PM. St Francis Drive and Zia Road operates overall F in most analysis periods in the AM and PM, with oversaturated conditions and queueing in the eastbound left lane. St Francis Drive and Sawmill Road operates overall acceptably in all analysis periods in the AM and PM. Each intersection has numerous movements that operate at LOS E or worse in the AM and PM.

In the build analysis, St Francis Drive and Zia Road operates at an overall acceptable LOS in all 15-minute analysis periods in the AM. In the PM, four analysis periods will operate at overall LOS E or worse. The operation of the eastbound left movement improves significantly in both AM PM; however, the eastbound thru/right movement is expected to worsen, particularly in the AM. This is considered to be an acceptable trade-off to the overall improvement to operations at the intersection due to the proposed improvements,

The unsignalized intersections and site driveways operate acceptably in the existing, no build, and build analyses.

B. RECOMMENDATIONS

- All designs shall satisfy the Manual on Uniform Traffic Control Devices (MUTCD) requirements.
- At the intersection of St Francis Drive and Zia Road it is recommended the dual eastbound left-turn lanes be converted to three total turn lanes. The inside most left-turn lane should be extended to a length of 275 feet from the stop bar. The two outside lanes will also serve eastbound left turns, which should extend 400 feet from the stop bar to the new Galisteo Road.
- With the triple eastbound left-turn lanes, the existing shared eastbound thru and right-turn lane will need to be extended east of the Zia Road and Galisteo Road intersection towards the new re-aligned Galisteo Road intersection (see below). Traveling eastbound on Zia Road through Galisteo Road, motorists must move right into the shared thru/right lane.

Implementation of temporary signage alerting motorists of the new intersection configuration will be needed.

- This project is proposing to re-align Galisteo Road to the west to increase queue storage on Zia Road between Galisteo Road and St Francis Drive.
- It is recommended that Zia Road and Galisteo Road operate as a left-in/right-in/right-out only intersection. Due to the short distance between this intersection and St Francis Drive, there are safety concerns for the northbound and southbound left-turn movements attempting the cross thru traffic (it is easy to misjudge how fast a vehicle is approaching). This will require construction of a median to prevent northbound and southbound left-turn movements. In addition, the northbound right turn lane will be perpendicular to Zia Road, with a short bulb out to allow passing eastbound drivers access to the eastbound through/right lane at St Francis. This was done as it was considered unsafe to construct the northbound right turn as a free right due to the potential of conflicts with northbound right and eastbound drivers.
- A westbound left-turn lane at Zia Road and Candelero Road is recommended to allow for u-turns. The removal of northbound and southbound lefts from Galisteo Road onto Zia Road may result in motorists performing u-turns at Candelero Road.
- East and westbound right-turn lanes are recommended from Zia Road onto Galisteo Road and should be designed to NMDOT State Access Management Manual (SAMM) deceleration lane standards.
- To accommodate the third eastbound left-turn lane at St Francis Drive and Zia Road, additional improvements will be required at this intersection. This includes adjusting the dual westbound left-turn lanes to properly position the opposing left-turn lanes. Moving the westbound left-turn lanes will require the pedestrian refuge to be located between the westbound left-turn and westbound thru lanes. Other improves include modifying the medians on St Francis to accommodate the eastbound and westbound left-turn lane paths. Considerations for the northbound signal and the drop inlet on St Francis may also be required.

Amendment A - Zia Lot Line Adjustment for Deacceleration Lane

Final Audit Report 2025-05-01

Created:	2025-05-01
By:	Marci Eannarino (maeannarino@santafenm.gov)
Status:	Signed
Transaction ID:	CBJCHBCAABAAaKHgqSozCbe9qgrnXBxP8JA-hijnxdTR

"Amendment A - Zia Lot Line Adjustment for Deacceleration Lane" History

Document created by Marci Eannarino (maeannarino@santafenm.gov)
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Signer jcassutt@santafenm.gov entered name at signing as Jamie Cassutt
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Document e-signed by Jamie Cassutt (jcassutt@santafenm.gov)
Signature Date: 2025-05-01 - 0:13:46 AM GMT - Time Source: server- IP address: 174.240.20.71

Agreement completed.
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CITY OF SANTA FE, NEW MEXICO

RESOLUTION NO. 2025-__

INTRODUCED BY:

Councilor Jamie Cassutt

Councilor Pilar Faulkner

RED – AMENDMENT A – COUNCILOR CASSUTT

A RESOLUTION

AUTHORIZING AND DIRECTING THE WIDENING OF ZIA ROAD TO ACCOMMODATE A NECESSARY DECELERATION LANE, USING ADJACENT, UNIMPROVED LAND COMPRISING APPROXIMATELY ONE PERCENT (1%) OF CANDELERO PARK, ON ITS FAR NORTHERN BOUNDARY; AND DIRECTING THE CITY MANAGER TO DESIGNATE AN AGENT TO APPLY FOR A LOT LINE ADJUSTMENT AND ANY OTHER ADMINISTRATIVE STEPS REQUIRED AS THE GOVERNING BODY'S AGENT.

WHEREAS, in 1978, Western Development Company dedicated a park site, now located at 2219 and 2223 Brillante St., which later became known as "Candelero Park", via the plat dedication attached as Exhibit A ("Dedication Plat"); and

WHEREAS, Candelero Park consists largely of unimproved land with a smaller, landscaped playground area located on the far southern portion; and

WHEREAS, pursuant to NMSA 1978, Section 3-20-11, property within the boundaries of a municipality dedicated to the municipality "for public use" is public property, and fee vests in the municipality; and, pursuant to NMSA 1978, Section 3-18-18,

"[a]ny property acquired for park purposes is under the immediate control of the governing body"; and

WHEREAS, the City owns and has immediate control of Candelero Park; and

WHEREAS, Zia Road abuts the northern boundary of Candelero Park; and

WHEREAS, on April 9, 2021, the Governing Body approved Case #2020-2901, "Zia Station Preliminary Development Plan"; and

WHEREAS, the packet for the development plan included a staff memorandum from the City's Planning and Land Use staff ("Staff Report"), attached as Exhibit B, and a traffic impact analysis ("TIA"), attached as Exhibit C; and

WHEREAS, the TIA found that "the St Francis and Zia signalized intersection does not operate at acceptable levels of service" and that "the eastbound thru/right movement is expected to worsen, particularly in the AM" including because of the proposed housing development. *See* Exhibit C at ~~45~~ 2; and

WHEREAS, the TIA recommended expanding Zia Road to include east and westbound right-turn "deceleration" lanes from Zia Road onto Galisteo Road designed to NMDOT State Access Management Manual (SAMM) deceleration lane standards. *See* Exhibit C at ~~45~~ 2; and

WHEREAS, expanding Zia Road to include the deceleration lanes according to SAMM standards requires the use of an undeveloped sliver of the north edge of Candelero Park, approximately one percent (1%) of its total area; and

WHEREAS, Land Use staff considered the TIA in its analysis and in its recommendation in the Staff Report, which recommended approving the development plan; however, the Governing Body approval did not take an express position regarding the deceleration lane or the impact on Candelero Park; and

WHEREAS, Zia Road is a heavily used roadway for commuters to travel from residential neighborhoods south of St. Francis Drive to access both Downtown Santa Fe and I-25; and

WHEREAS, construction on Zia Road to implement the Zia Station Preliminary Development Plan has begun and has a significant impact on the intersection of Zia Road and St. Francis Drive; an extended construction period will likely negatively impact use of the intersection by cars, bicycles, and pedestrians; and

WHEREAS, development plan contemplates improving the bike lane and sidewalk along Candelero Park and improving the median, with a high-intensity activated crosswalk signal with mid-street pedestrian refuge island (*see* Staff Report, Exhibit B), which will both increase pedestrian safety and overall access to Candelero Park; and

WHEREAS, according to the *City of Roswell v. Mitchell*, 1952-NMSC-027, ¶ 7, "[t]he power to regulate the use of the streets is a delegation of the police power of the state government and whatever reasonably tends to make regulation effective, is a proper exercise of that power"; and

WHEREAS, likewise, pursuant to NMSA 1978, Section 3-49-1, the City has broad authority to improve and expand City streets such as Zia Road; and

WHEREAS, because the City owns and controls Candelero Park, and has authority to expand Zia Road, it may apply for a lot line adjustment modifying the boundary of Candelero Park; and

WHEREAS, the Code allows the Land Use Director to review applications for "the adjustment of platted lot lines" (also known as resubdivisions or lot line adjustments) that increase or reduce the size of contiguous lots. *See* SFCC 1987, § 14-12.1 ("Definitions" and "Resubdivision"), and SFCC 1987, § 14-3.7 (D); and

WHEREAS, because the Land Use Director to review applications for lot line adjustments, the Director is the planning authority under the Code for the adjustment of platted lot lines, and the Governing Body, as property owner, may adjust the lot line of Candelero Park to make room for needed improvements to the Zia Road intersection; and

WHEREAS, the necessary improvements cannot be made without expanding Zia Road into a portion of the undeveloped part of Candelero Park immediately abutting Zia Road.

NOW, THEREFORE, BE IT RESOLVED BY THE GOVERNING BODY OF THE CITY OF SANTA FE that the City shall apply for a lot line adjustment along the northern portion of Candelero Park immediately abutting Zia Road to address the needed use of approximately one percent of Candelero Park for the deceleration lane and associated pedestrian improvements; and

BE IT FURTHER RESOLVED that the City Manager shall designate an agent to submit the lot line adjustment and take any other City administrative steps that may be required to facilitate the deceleration lane construction.

PASSED, APPROVED, and ADOPTED this _____day of _____, 2025.

_____

ALAN WEBBER, MAYOR

ATTEST:

_____

ANDREA SALAZAR, CITY CLERK

APPROVED AS TO FORM:

_____

ERIN K. McSHERRY, CITY ATTORNEY

Legislation/2023/Resolutions/Zia Station Lot Line Adjustment for Deacceleration Lane

CITY OF SANTA FE

Memorandum

Date: March 24, 2025

To: Governing Body and Quality of Life Committee

From: Andréa Salazar, City Clerk AS

RE: Railyard Plaza Summer Scene Concerts Sponsored by the International Folk Art Market

---

EXECUTIVE SUMMARY:

The proposed resolution would grant permission to As Above, So Below distillery to serve beer and wine at the Railyard Plaza Summer Scene Concerts Sponsored by the International Folk Art Market ("IFAM") on City of Santa Fe ("City") property, in the Railyard Plaza, on July 9, 10, and 11, 2025.

BACKGROUND:

SFCC 1987, Section 23-6.1, requires the Governing Body to adopt a resolution for the sale and consumption of alcohol for locations on City property that are not specifically listed in Section 23-6.2(A). The resolution must identify the event, date, hours, location, number of expected attendees, type of alcohol to be served, required permits, and insurance as required by the City's Code.

The proposed resolution addresses the required elements:

- the event is the Railyard Plaza Summer Scene Concerts sponsored by the IFAM;
- the location is the Railyard Plaza;
- the dates are July 9, 10, and 11, 2025;
- the alcohol served will be beer and wine;
- 500 to 1,000 attendees are expected;
- a Public Celebration Permit is required; and
- the liquor liability and general liability insurance will list the City as an additional insured in the amount of not less than $2,000,000.00, per occurrence and in the aggregate.

ATTACHMENTS:

Resolution
FIR

CITY OF SANTA FE, NEW MEXICO

RESOLUTION NO. 2025-__

INTRODUCED BY:

Councilor Alma Castro

A RESOLUTION

AUTHORIZING THE SALE AND CONSUMPTION OF BEER AND WINE DURING THE RAILYARD PLAZA SUMMER SCENE CONCERTS SPONSORED BY THE INTERNATIONAL FOLK ART MARKET ON JULY 9, 10, AND 11, 2025, PURSUANT TO SUBSECTION 23-6.2(C) SFCC 1987.

WHEREAS, SFCC 1987, Section 23-6.2 governs the consumption of alcohol on City property; and

WHEREAS, for serving alcohol at City properties not specifically mentioned in SFCC 1987, Section 23-6.2(A), the ordinance requires the Governing Body to approve a resolution that specifies the event, date, hours, location, number of expected attendees, type of alcohol to be served, permits, and insurance, at least thirty (30) days prior to the event; and

WHEREAS, the Railyard Plaza Summer Scene Concert event series has taken place annually for sixteen (16) years; and

WHEREAS, the Railyard Plaza Summer Scene Concerts on July 9,10, and 11, 2025, will be sponsored by the International Folk Art Market ("IFAM"); and

WHEREAS, IFAM is the world's largest folk art market and it has taken place in Santa

Fe every July since 2004, bringing together over one hundred (100) artists from nearly sixty (60) different countries; and

WHEREAS, IFAM intends to work with "As Above, So Below", a local distillery, to serve beer and wine for the event, promoting a local business to the community.

NOW, THEREFORE, BE IT RESOLVED BY THE GOVERNING BODY OF THE CITY OF SANTA FE that alcohol service during the Railyard Plaza Summer Scene Concerts sponsored by IFAM, is hereby approved according to the following parameters:

Event:	Railyard Plaza Summer Scene Concerts Sponsored by IFAM
Dates:	July 9, 2025; July 10, 2025; and July 11, 2025
Hours:	6:30 p.m. to 9:30 p.m.
Location:	Railyard Plaza
Number of expected attendees:	500 to 1,000, per event
Type of alcohol to be served:	Beer and wine
Required Permits:	Public Celebration Permit
Required Insurance:	Liquor Liability and General Liability insurance with limits not less than $2,000,000, per occurrence and in aggregate, with the City of Santa Fe, its officials, directors, employees, and agents as additional insureds on a primary and noncontributory basis. As Above, So Below Distillery shall provide the City with Certificates of Insurance and applicable endorsements evidencing such coverage.

PASSED, APPROVED, and ADOPTED this _____day of _____, 2025.

_____

ALAN WEBBER, MAYOR

ATTEST:

_____

ANDRÉA SALAZAR, CITY CLERK

APPROVED AS TO FORM:



_____

ERIN K. McSHERRY, CITY ATTORNEY

Legislation/2025/Resolutions/Railyard Plaza Summer Scene Concerts Sponsored by IFAM

FIR No. 10667.1

FISCAL IMPACT REPORT

General Information:

(Check) **Bill:** _____ **Resolution:** X

Short Title(s): Railyard Plaza Summer Scene Concerts Sponsored by the International Folk Art Market

Sponsor(s): Councilor Alma Castro

Reviewing Department(s): City Clerks Office

Staff Completing FIR: Andréa Salazar **Date:** 3/24/2025 **Phone:** (505) 955-6327

Reviewed by City Attorney: _____ **Date:** Apr 4, 2025

Reviewed by Finance Director: Emily K. Oster **Date:** Apr 4, 2025

Summary:
The proposed Resolution would authorize the sale and consumption of beer and wine at the Railyard Plaza Summer Scene Concerts sponsored by the International Folk Art Market ("IFAM"). The Railyard Plaza Summer Scene Concerts sponsored by IFAM will be held at the Railyard Plaza on July 9, 10, and 11, 2025, from 6:30 p.m. to 9:30 p.m. The request is pursuant to SFCC 1987, Section 23-6.2, which requires the Governing Body to adopt a Resolution for events on Santa Fe City property that are not specifically listed in Section 6.2(A).

Departments Affected:
City Clerk's Office

Consequences of Not Enacting Legislation:
If this legislation is not adopted, then the Railyard Plaza Summer Scene Concerts on July 9, 10, and 11, 2025, will not be able to serve beer and wine.

Conflict, Duplication, Companionship, or Relationship to Other Legislation:
None.

Performance and Administrative Implications:
None.

Fiscal Implications:
None.

Fiscal Impact
X Check here if no fiscal impact

Expenditures

Expenditure Type	FYE 2025	FYE 2026	FYE 2027	Require BAR (Y/N)	Recurring (R) or Non-recurring (NR)	Fund	3-Year Total Cost
Personnel and Benefits*	$	$	$				
Capital Outlay	$	$	$				
Contractual/ Professional Services	$	$	$				
Operating	$	$	$				$
Total:	$	$	$				$

Expenditure Narrative:

Revenue

Revenue Type	FYE 2025	FYE 2026	FYE 2027	Recurring (R) or Non-recurring (NR)	Fund
General Fund	$	$	$		
Special Revenue	$	$	$		
CIP	$	$	$		
Enterprise	$	$	$		
Internal Service	$	$	$		
Trust and Agency	$	$	$		
Federal	$	$	$		
Other	$	$	$		
Total	$	$	$		

Revenue Narrative:

Signature:

Email: asalazar@santafenm.gov

CITY OF SANTA FE

Memorandum

Date: April 4, 2025

To: Governing Body, Quality of Life Committee, Public Works and Utilities Committee, Finance Committee

From: Marci Eannarino, Legislation and Policy Innovation Manager ME

Via: Erin K. McSherry, City of Santa Fe City Attorney EM

RE: Study on Staff Support for City Councilors

SUMMARY:

The proposed Resolution would establish a plan for the use of budgeted funds to conduct a study regarding hiring staff for City Councilors. The City of Santa Fe's ("City's") Fiscal Year 2025 Budget included funding for a study to make recommendations on staff support and funding to hire staff support for City Councilors. The Governing Body wishes to utilize no more than sixty thousand dollars ($60,000) for the following work, to be completed by a Contractor within sixty (60) days of the initiation of the Contract or as soon as is possible:

a. Interview City Councilors to elicit their staffing needs and interests;
b. Explore staffing models of other City Councils to inform City Councilors on potential models; and
c. Summarize the staffing model for Santa Fe County Commissioners and the new policy positions being implemented for State Legislators including salaries and relevant job descriptions; and
d. Provide a proposed staffing model that reflects the needs and interests of City Councilors including a budget and position descriptions vetted with the Human Resources Department to confirm that the descriptions conform to City standards ("New Council Positions"); and
e. Compile the information in a report to be presented to the Governing Body in a study session.

If the Resolution is adopted, the City Manager will direct the procurement of an appropriate contractor to conduct the outlined scope of work described above. After the contractor has completed the scope of work, the City Manager shall present the report to the Governing Body in a study session.

ATTACHMENTS:

Resolution
Fiscal Impact Report

CITY OF SANTA FE, NEW MEXICO

RESOLUTION NO. 2025-__

INTRODUCED BY:

Councilor Carol Romero-Wirth

Councilor Signe Lindell

Councilor Jamie Cassutt

Councilor Alma Castro

A RESOLUTION

ESTABLISHING A PLAN FOR USE OF BUDGETED FUNDS TO STUDY HIRING COUNCIL STAFF.

WHEREAS, the City of Santa Fe (City) Fiscal Year 2025 Budget included funding in its General Government budget that the City's budget book, page 63, described as "a study to make recommendations on staff support for City Councilors"; and

WHEREAS, the General Government budget also includes funding for personnel that can be used to hire staff to support City Councilors; and

WHEREAS, the City's Governing Body would like to utilize no more than $60,000 of these funds for the following work, to be completed by a Contactor within 60 days of the initiation of the Contract or as soon as is possible:

a. Interview City Councilors to elicit their staffing needs and interests;

b. Explore staffing models of other City Councils to inform City Councilors on potential models;

c. Summarize the staffing model for Santa Fe County Commissioners and the new policy positions being implemented for State Legislators including

salaries and relevant job descriptions; Provide a proposed staffing model that reflects the needs and interests of City Councilors, including a budget and position descriptions vetted with the Human Resources Department to confirm that the descriptions conform to City standards ; and

d. Compile the above information in a report to be presented to the Governing Body in a study session.

NOW, THEREFORE, BE IT RESOLVED BY THE GOVERNING BODY OF THE CITY OF SANTA FE that the City Manager shall direct procurement of an appropriate contractor to conduct the scope of work described above.

BE IT FURTHER RESOLVED that, once the contractor has completed the scope of work outlined in this resolution, the City Manager shall present the report to the Governing Body in a study session.

PASSED, APPROVED, and ADOPTED this _____day of _____, 2025.

_____

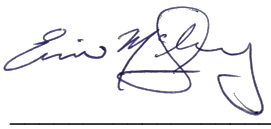
ALAN WEBBER, MAYOR

ATTEST:

_____

ANDRÉA SALAZAR, CITY CLERK

APPROVED AS TO FORM:



_____

ERIN K. McSHERRY, CITY ATTORNEY

Legislation/2025/Resolutions/Resolution to Study Hiring Council Staff

FIR No. 10644.1

FISCAL IMPACT REPORT

General Information:

(Check) **Bill:** _____ **Resolution:** X

Short Title(s): Study on Staff Support for City Councilors

Sponsor(s): Councilor Carol Romero-Wirth, Councilor Signe Lindell, Councilor Jamie Cassutt, and Councilor Alma Castro

Reviewing Department(s): City Attorney's Office

Staff Completing FIR: Marci Eannarino, Legislation and Policy Innovation Manager

Date: 4/4/2025 **Phone:** (505) 955-6518

Reviewed by City Attorney: _____ **Date:** Apr 4, 2025

Reviewed by Finance Director: Emily K. Oster **Date:** Apr 4, 2025

Summary:
The proposed Resolution would establish a plan for the use of budgeted funds to study hiring staff to support City Councilors. The City of Santa Fe's ("City") Fiscal Year 2025 Budget included funding for a study to make recommendations on staff support and to set aside funding to hire staff support for City Councilors. The Governing Body wishes to utilize no more than sixty thousand dollars ($60,000) of the funds for the study.

Departments Affected:
City Manager; Human Resources Department

Consequences of Not Enacting Legislation:
If this legislation is not adopted, budgeted funds will not be used to conduct a study to make recommendations on staff support for City Councilors.

Conflict, Duplication, Companionship, or Relationship to Other Legislation:
None.

Performance and Administrative Implications:
This legislation would require the City Manager to direct procurement of an appropriate contractor to conduct the scope of work within the study. The contractor would be required to work with the Human Resources Department to confirm that proposed position descriptions conform to City standards. City Manager will also be required to present the results of this report to the Governing Body in a study session.

Fiscal Implications:
The City's Governing Body would like to utilize no more than $60,000 of allocated funds from the Fiscal Year 2025 budget to complete this study.

Fiscal Impact

_____ Check here if no fiscal impact

Expenditures

Expenditure Type	FYE 2025	FYE 2026	FYE 2027	Require BAR (Y/N)	Recurring (R) or Non-recurring (NR)	Fund	3-Year Total Cost
Personnel and Benefits*	$	$	$				
Capital Outlay	$	$	$				
Contractual/ Professional Services	$ 60,000	$	$				
Operating	$	$	$				$
Total:	$	$	$				$

Expenditure Narrative:
the City of Santa Fe Fiscal Year 2025 Budget included funding in its General Government budget that the City's budget book, page 63, described as "a study to make recommendations on staff support for City Councilors". This resolution would dedicate no more than $60,000 of $300,000 toward this study.

Revenue

Revenue Type	FYE 2025	FYE 2026	FYE 2027	Recurring (R) or Non-recurring (NR)	Fund
General Fund	$	$	$		
Special Revenue	$	$	$		
CIP	$	$	$		
Enterprise	$	$	$		
Internal Service	$	$	$		
Trust and Agency	$	$	$		
Federal	$	$	$		
Other	$	$	$		
Total	$	$	$		

Revenue Narrative:

Signature: Marci Annarino

Email: maeannarino@santafenm.gov

CITY OF SANTA FE, NEW MEXICO
PROPOSED AMENDMENT(S) TO RESOLUTION NO. 2025-__
Study on Staff Support for City Councilors

Mayor and Members of the City Council:

In relation to Resolution No. 2025-__:

ESTABLISHING A PLAN FOR USE OF BUDGETED FUNDS TO STUDY HIRING COUNCIL STAFF.

I intend to propose the following amendment(s)

1. On page 2, line 1, insert a "d. " before “Provide”, to make “Provide” the beginning of a new, lettered section, and re-letter accordingly.

This amendment WILL change the caption. _____

This amendment WILL NOT change the caption. __X___

Respectfully submitted,

Jamie Cassutt
Jamie Cassutt (Apr 15, 2025 14:30 MDT)
Jamie Cassutt, Councilor

Carol Romero-Wirth, Councilor

Alma Castro (Apr 16, 2025 14:33 MDT)
Alma Castro, Councilor

Signe Lindell (Apr 16, 2025 14:37 MDT)
Signe Lindell, Councilor

Approved as to Form:

Erin K. McSherry, City Attorney

ADOPTED: _____

10671.1(A)

NOT ADOPTED: _____
DATE: _____

_____
ANDRÉA SALAZAR, City Clerk

CITY OF SANTA FE, NEW MEXICO

RESOLUTION NO. 2025-__

INTRODUCED BY:

Councilor Carol Romero-Wirth

Councilor Signe Lindell

Councilor Jamie Cassutt

Councilor Alma Castro

RED – AMENDMENT A – Councilor Romero-Wirth

A RESOLUTION

ESTABLISHING A PLAN FOR USE OF BUDGETED FUNDS TO STUDY HIRING COUNCIL STAFF.

WHEREAS, the City of Santa Fe (City) Fiscal Year 2025 Budget included funding in its General Government budget that the City's budget book, page 63, described as "a study to make recommendations on staff support for City Councilors"; and

WHEREAS, the General Government budget also includes funding for personnel that can be used to hire staff to support City Councilors; and

WHEREAS, the City's Governing Body would like to utilize no more than $60,000 of these funds for the following work, to be completed by a Contactor within 60 days of the initiation of the Contract or as soon as is possible:

a. Interview City Councilors to elicit their staffing needs and interests;

b. Explore staffing models of other City Councils to inform City Councilors on potential models;

c. Summarize the staffing model for Santa Fe County Commissioners and the new policy positions being implemented for State Legislators including

salaries and relevant job descriptions;

d. Provide a proposed staffing model that reflects the needs and interests of City Councilors, including a budget and position descriptions vetted with the Human Resources Department to confirm that the descriptions conform to City standards; and

e. Compile the above information in a report to be presented to the Governing Body in a study session.

NOW, THEREFORE, BE IT RESOLVED BY THE GOVERNING BODY OF THE CITY OF SANTA FE that the City Manager shall direct procurement of an appropriate contractor to conduct the scope of work described above.

BE IT FURTHER RESOLVED that, once the contractor has completed the scope of work outlined in this resolution, the City Manager shall present the report to the Governing Body in a study session.

PASSED, APPROVED, and ADOPTED this _____day of _____, 2025.

_____

ALAN WEBBER, MAYOR

ATTEST:

_____

ANDRÉA SALAZAR, CITY CLERK

APPROVED AS TO FORM:

_____

ERIN K. McSHERRY, CITY ATTORNEY

Legislation/2025/Resolutions/Resolution to Study Hiring Council Staff

CITY OF SANTA FE

Memorandum

Date: March 21, 2025

To: Governing Body, Economic Development Advisory Committee, Quality of Life Committee, Finance Committee

From: Daniel Hernandez, Director of Metropolitan Development Agency DH
Carly Venditti, Asset Development Manager, Metropolitan Development Agency CV

Via: Mark Scott, City Manager MS
Johanna Nelson, Office of Economic Development Director and Interim Director of Affordable Housing JN

RE: Making a Finding of Necessity in the Midtown LINC Overlay District and Approving the Designation of a Metropolitan Redevelopment Area

---

EXECUTIVE SUMMARY:

The proposed resolution makes a finding of necessity and designates the Midtown Local Innovation Corridor Overlay District (the Midtown "LINC"), other than a small residential portion, as a "Metropolitan Redevelopment Area," as consistent with SFCC 1987, Section 7-2.8 and NMSA 1978, Section 3-60A-8.

BACKGROUND:

For a "finding of necessity", as described in SFCC 1987, Section 7-2.8, the Governing Body must adopt a resolution concluding that one or more particular areas of the City meet the criteria described in code: 1) the area is either a slum or blighted and 2) rehabilitation, conservation, slum clearance, redevelopment or development, or a combination thereof in the area is necessary in the interest of the public health, safety, morals, or welfare of the residents of the city. In this particular case, the Midtown LINC, as described in Section 14-5.5(5)(D)(2) and further defined in Attachment B of the Resolution, is the area of interest. The area of interest also includes the deteriorated sixty-four (64) acre, City-owned parcel known as the "Midtown Site", which has been slated for redevelopment pursuant to the Midtown Master Plan approved in December 2022 through Resolution No. 2022-68.

As is described in the *Midtown Metropolitan Development Plan: Designation Report* ("Report") (attached as Attachment A of the Resolution), the Midtown LINC consists of diverse tracts of land characterized by multiple designation criteria, demonstrating that the Midtown LINC area is inconsistent with the land use goals described in SFCC 1987, Section 14-1.3, "General Purposes".

The goals described under Section 14-1.3 establish that the use of land in Santa Fe as an MRA should "create conditions favorable to the health, safety, convenience, prosperity, and general welfare of the residents of Santa Fe by coordinating streets within proposed subdivisions with existing or planned streets or other features of the general plan; providing parks and trails, providing sewer, water and other infrastructure; providing adequate open space for traffic, recreation, drainage, light and air; and providing for appropriate distribution of population and traffic." Specifically of note, the Report identifies conditions such as faulty platting, defective and inadequate street layout, as well as deteriorating structures and infrastructure, that negatively impact economic development, redevelopment, and diverse uses, including housing, in the proposed designated area.

The Midtown LINC also lies within two designated census tracts, 11.03 and 10.02, which are "qualified opportunity" zones, as defined by 26 USCA, Section 1400Z–1. This section of United States Code creates an economic development tool that allows people to invest in distressed areas, the purpose of which is to spur economic development and job creation in distressed communities by providing tax benefits to investors.

ATTACHMENTS:
Resolution
FIR

CITY OF SANTA FE, NEW MEXICO

RESOLUTION NO. 2025-__

INTRODUCED BY:

Mayor Alan Webber

Councilor Jamie Cassutt

Councilor Amanda Chavez

A RESOLUTION

MAKING A FINDING OF NECESSITY AND DESIGNATING AN AREA COMPRISED OF A MAJORITY OF THE MIDTOWN LOCAL INNOVATION CORRIDOR OVERLAY DISTRICT AS A METROPOLITAN REDEVELOPMENT AREA.

WHEREAS, the New Mexico Legislature adopted a Metropolitan Redevelopment Code to, among other things, provide strategies for municipalities to finance redevelopment projects; and

WHEREAS, SFCC 1987, Section 7-2.3 provides that the City of Santa Fe ("City") can declare and designate a metropolitan development area as "appropriate for a metropolitan development project"; and

WHEREAS, SFCC 1987, Section 7-2.8**,** provides that, in order to designate an area as a metropolitan redevelopment area, the City must first adopt a resolution establishing the following two criteria: 1) the area is either a slum or blighted; and 2) rehabilitation, conservation, slum clearance, redevelopment or development, or a combination thereof in the area is necessary in the interest of the public health, safety, morals, or welfare of the residents of the city; and

WHEREAS, the Midtown Local Innovation Corridor Overlay District (the "LINC") consists of diverse tracts of land which, according to a study commissioned by the City, the

Midtown Metropolitan Development Plan: Designation Report, Attachment A, is characterized by deteriorated or deteriorating structures, defective or inadequate street layout, faulty lot layout, deterioration of sites or other implements, a lack of adequate housing facilities, obsolete or impractical platting, and a significant number of vacant or struggling commercial businesses, all of which are inconsistent with the described goals in SFCC 1987, Section 14-1.3 of the land-use code, to "create conditions favorable to the health, safety, convenience, prosperity and general welfare of the residents of Santa Fe by coordinating streets within proposed subdivisions with existing or planned streets or other features of the general plan; providing parks and trails; providing sewer, water and other infrastructure; providing adequate open space for traffic, recreation, drainage, light and air; and providing for the appropriate distribution of population and traffic"; and

WHEREAS, the LINC lies within two designated census tracts, 11.03 and 10.02, which as defined in 26 USCA § 1400Z–1, are "qualified opportunity zones": distressed areas, identified by the federal government as needing targeted investment in economic development; and

WHEREAS, the purpose of identifying opportunity zones was to spur economic development and job creation in distressed communities by providing tax benefits to investors; and

WHEREAS, the economically challenging conditions in these census tracts have impaired the sound growth, development, and economic well-being of the City, creating an economic and social burden detrimental to the public health, safety, and welfare of the City; and

WHEREAS, the LINC includes a multi-unit residential property, more specifically described as the area covered by Lot 3B1**,** as recorded in instrument number 1171143, Book 482, Page 35, of the Santa Fe County Clerk ("Multi-Unit Residential Property"); and

WHEREAS, as the only residential property in the LINC, the Multi-Unit Residential Property's interests and needs are distinct from the rest of the LINC.

NOW, THEREFORE, BE IT RESOLVED THAT THE GOVERNING BODY OF THE CITY OF SANTA FE finds that a blighted area exists in the LINC, depicted in Attachment

B, and the rehabilitation, conservation, and redevelopment of the area is necessary and is in the interest of the public health, safety, and welfare of the residents of the City of Santa Fe.

BE IT FURTHER RESOLVED that the area within the LINC, defined by SFCC 1987, Section 14-5.5D (2), other than the Multi-Unit Residential Property, is designated a Metropolitan Redevelopment Area, pursuant to SFCC 1987, Section 7-2.8, and NMSA 1978, Section 3-60A-8.

PASSED, APPROVED, and ADOPTED this _____day of _____, 2025.

_____

ALAN WEBBER, MAYOR

ATTEST:

_____

ANDRÉA SALAZAR, CITY CLERK

APPROVED AS TO FORM:



_____

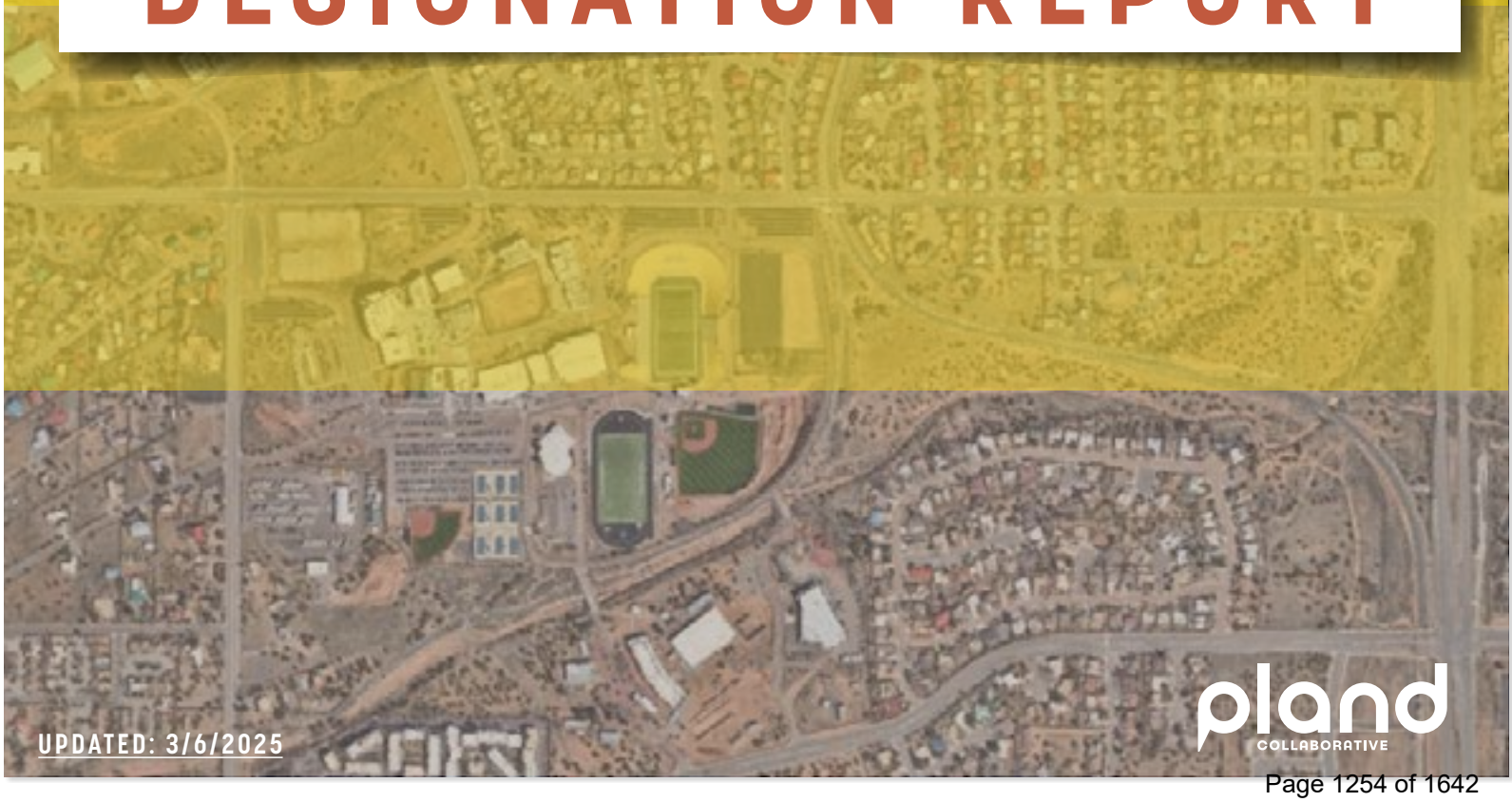
ERIN K. McSHERRY, CITY ATTORNEY

Legislation/2025/Resolutions/Midtown Redevelopment Area Designation

Attachment A

MIDTOWN METROPOLITAN
REDEVELOPMENT PLAN

DESIGNATION REPORT



UPDATED: 3/6/2025

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INTRODUCTION

The Santa Fe Midtown Metropolitan Redevelopment Area (MRA) is a bold step toward revitalizing the heart of Santa Fe. Building on years of community-driven planning, this initiative will transform the Midtown District into a hub for arts, culture, economic growth, and mixed-income housing.

By designating the district as an MRA, Santa Fe can unlock key funding sources, attract private investment, and improve public infrastructure—creating new jobs, enhancing walkability, and expanding housing options. This strategic action was included in the Midtown Community Development Plan and aligns with the Midtown Master Plan to ensure mixed-use, sustainable redevelopment. With strategic public-private partnerships and financial tools like tax incentives and infrastructure investments, the MRA will move Midtown into motion, fostering an inclusive, thriving district for all Santa Fe residents.

BACKGROUND

The Midtown Site, located in the geographic center of Santa Fe, and the broader St. Michael's Drive / Cerrillos Road corridor, are full of possibilities. The Midtown Redevelopment Plans, which included the Midtown Master Plan and the Midtown Community Development Plan, were unanimously approved by the City of Santa Fe Governing Body in November 2022 and January 2023. This marked a significant milestone for realizing the community and economic development potential of both the city-owned 64-acre Midtown Site and the broader Midtown District.

The redevelopment plans for the Midtown Site capitalized on the groundbreaking planning and rezoning work that was approved in October 2016, known as the Midtown Local Innovation Corridor (LINC) Overlay District. Additionally, the Midtown District was designated a federal Opportunity Zone in 2017 to spur economic development by providing tax benefits to investors and encouraging long-term investments in low-income neighborhoods.

These efforts stand on the shoulders of the 2012 RE:Mike project. This process re-envisioned the St. Michael's Drive commercial corridor. It established community priorities for redesigning and rebuilding the public right of way to create safe pedestrian and bike-friendly streets along a mixed-use corridor that incentivized housing affordability and transit-oriented development.

These critical public acts serve as the foundation for taking the next step toward implementing the Midtown District vision, goals, and plans. The district will be a center for arts and cultural innovation, create economic growth and job opportunities, improve socioeconomic equality, and present opportunities for mixed-income housing.

THE SANTA FE METROPOLITAN REDEVELOPMENT AGENCY

Establishing the Santa Fe Metropolitan Redevelopment Agency brought real estate acumen and an entrepreneurial approach to redevelopment in the City of Santa Fe. The MRA works with community and real estate experts to promote the triple-bottom-line, mission-driven development strategies focused on the economic, social, and environmental health of neighborhoods and districts and the people who live, work, play, and learn there.

LEGAL FRAMEWORK

The New Mexico Metropolitan Redevelopment Code (§3-60A-1 to 3-60A48 NMSA 1978) provides municipalities in New Mexico with the power to correct conditions in areas or neighborhoods that "substantially impair or arrest the sound and orderly development" within the city. These powers can help reverse an area's decline and stagnation. However,

the municipality may only use these powers within designated Metropolitan Redevelopment Areas (MRAs) with adopted redevelopment plans.

MRA AREA DESIGNATION CRITERIA

The designation of the Midtown Metropolitan Redevelopment Area is based on existing conditions that hinder redevelopment and economic growth within the area. Under state and local law, the designation of an MRA requires a finding of blight as defined in Section 3-60A-4 of the New Mexico Metropolitan Redevelopment Code. This designation is a necessary step to unlock redevelopment tools and incentives that can revitalize Midtown and attract investment.

A blighted area is defined as one that meets one or more of the following conditions:

- ☑ *A substantial number of deteriorated or deteriorating structures negatively impact the area's livability and economic potential.*
- ☑ *A defective or inadequate street layout that limits accessibility, walkability, and connectivity.*
- ☑ *Faulty lot layout that reduces the usefulness, accessibility, or redevelopment potential of properties.*
- ☑ *Deterioration of sites or other improvements, making the area less viable for new development.*
- ☑ *A lack of adequate housing facilities or conditions that prevent the provision of needed housing accommodations.*
- ☑ *Obsolete or impractical planning and platting, leading to underutilized land and inefficient land use.*
- ☑ *A significant number of vacant or struggling commercial businesses, reducing economic activity and job opportunities.*
- ☑ *Low levels of commercial or industrial activity, contributing to economic stagnation and disinvestment.*

A combination of these or other conditions impair economic growth and the overall well-being of the city.

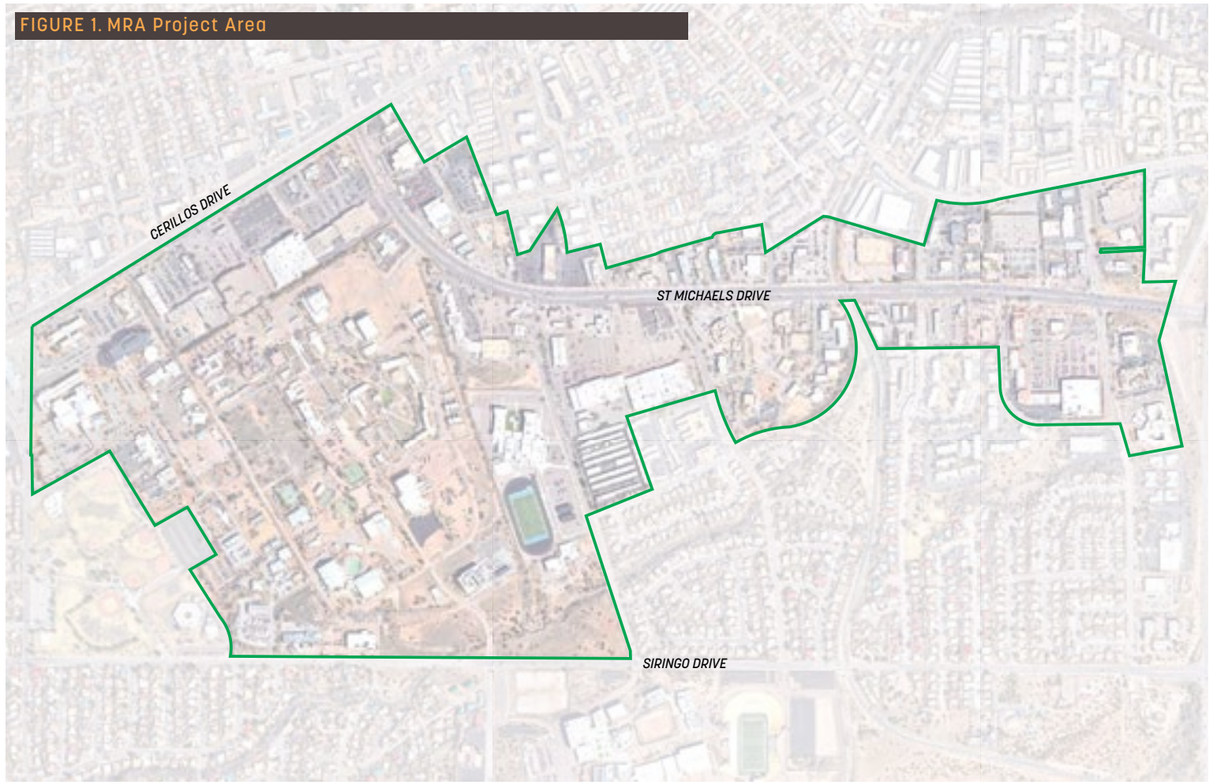
The Midtown MRA Designation Report is being conducted to formally assess these conditions and justify the use of redevelopment tools such as public-private partnerships, financial incentives, infrastructure investment, and zoning adjustments. By identifying the Midtown as an MRA, the City of Santa Fe increases its ability to implement the Midtown Redevelopment plans and facilitate redevelopment projects in the district.

PROJECT BOUNDARY

The Midtown MRA Plan area follows the boundary of the Midtown Local Innovation Corridor (Midtown LINC) Overlay District, which was adopted in 2016 (Ord. 2016-39). The Midtown LINC Overlay District was originally created to strengthen the built environment, foster economic growth, and enhance connectivity within Santa Fe's geographic and demographic center. It aimed to bridge the gap between two major employment hubs—the city-owned Midtown site to the west and Christus St. Vincent Regional Medical Center to the east—by incentivizing mixed-use, pedestrian-oriented redevelopment.

The boundary selection for the LINC district was strategic and deliberate. It excludes established residential neighborhoods to minimize disruption while incorporating 372.8 acres of primarily commercial, industrial, and institutional properties along St. Michael's Drive and Cerrillos Road, as well as the former Santa Fe University of Art and Design (SFUAD) campus. The intent was to free underutilized land for multi-family residential and complementary non-residential uses while maintaining zoning flexibility. Additionally, the boundary allows for higher-density development, improved multimodal transit options, and walkable public spaces, reinforcing Santa Fe's broader urban planning goals.

FIGURE 1. MRA Project Area



The Midtown MRA Designation Area aligns with the LINC Overlay boundary with one minor omision of a residential property. There is no residential property within the Midtown MRA Designation Area. The Study Area encompasses 182 parcels, including the 64-acre city-owned Midtown Redevelopment Site. Its commercial zoning layout creates a natural corridor for business growth and redevelopment while ensuring buffers for existing residential areas. The geographic scope of the MRA extends to West San Mateo Lane to the north, St. Francis Drive to the east, Siringo Road to the south, and Camino Carlos Rey and St. Michael's Drive to the west, positioning it as a key mixed-use redevelopment corridor for Santa Fe's future.



EXISTING CONDITIONS ASSESSMENT

This section provides an in-depth analysis of physical, economic, and social conditions in the study area to address the criteria identified in the New Mexico Metropolitan Redevelopment Code. The assessment includes a policy review to identify existing planning efforts, community goals, and policies that guide and govern this area.

A. POLICY REVIEW

The following section outlines existing planning initiatives, policies, reports, and documents related to the Midtown MRA site. They are listed chronoligically by the following categories: Midtown District Plans, Midtown Site Plans, and citywide/Santa Fe plans.

Over the years, multiple efforts have aimed to activate and revitalize this area, but with limited success. Many of these plans and policies were developed with the goal of redeveloping and reinvigorating the MRA area; however, they have yet to achieve significant, lasting impact.

At the conclusion of each discussed plan, policy, or initiative, we provide a summary outlining how it addresses the MRA designation criteria or key takeaways if it does not. This is essential, as many previous planning efforts have already identified and attempted to address the same challenges highlighted in this designation report. Additionally, key takeaways from these past initiatives will help support the justification for the MRA designation.

RE:MIKE (2012)

The RE:MIKE Report outlines efforts to reimagine and revitalize the St. Michael's Drive Corridor in Santa Fe, aiming to transform it into a more vibrant, pedestrian-friendly, and economically diverse area. This initiative is a public-private partnership involving the City of Santa Fe, local businesses, educational institutions, and community organizations. It builds on previous studies and planning efforts, incorporating extensive data collection and urban prototyping.

The RE:MIKE initiative began in 2012 with a large-scale urban prototyping festival that engaged the public in shaping the future of the corridor. The event revealed strong community support for walkability, bicycle accessibility, safety improvements, zoning changes, and mixed-use development. The study identified key challenges, such as aging infrastructure, high traffic speeds, a lack of identity, and unsafe intersections.

Following the festival, the report proposed specific action items, including investigating city ownership of St. Michael's Drive, implementing zoning changes to encourage mixed-use development, fostering business engagement, adding green space through fixed and mobile parklets, developing a pop-up business ordinance, and improving the area's overall identity. There was also a focus on transportation safety enhancements, investment in public spaces, and the promotion of small businesses and cultural identity.

The recommendations aim to balance economic growth, sustainability, and livability, setting the stage for future redevelopment efforts that align with community values. While there was broad public support, improvements from RE:MIKE have not been implemented. These recomendations would contribute significantly to creating a mixed-use commercial corridor.

FIGURE 2. St. Michael's Drive Redesign Scenario A

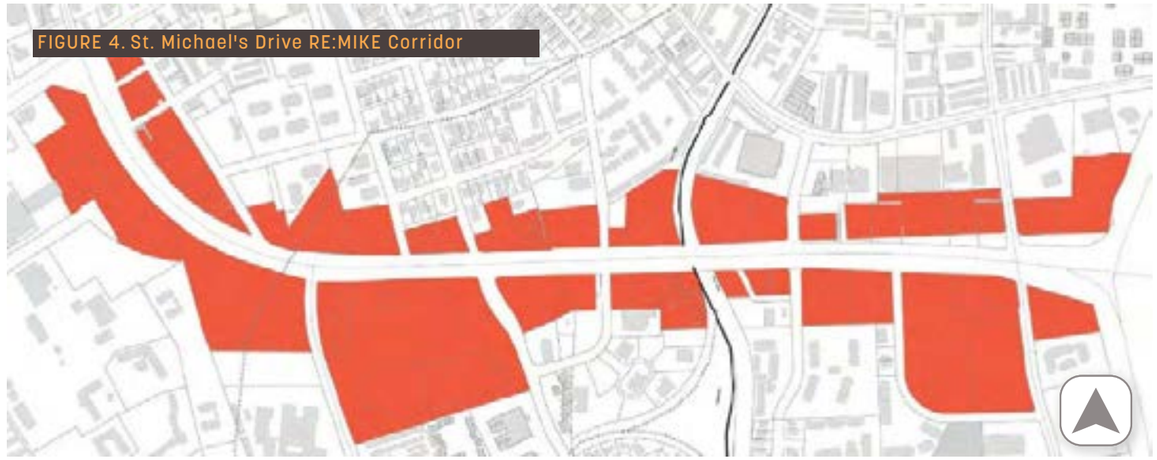


FIGURE 3. St. Michael's Drive Redesign Scenario B



Design scenarios for St. Michael's Drive, based on Santa Fe arterial design standards (Streetmix)

FIGURE 4. St. Michael's Drive RE:MIKE Corridor



ADDRESSING MRA CRITERIA

- ☑ **Deteriorated or Aging Infrastructure:** Many commercial properties along St. Michael's Drive feature large, aging buildings that are underutilized or in various states of decline. The corridor's suburban-style development pattern, dominated by vast parking lots, creates a fragmented urban fabric, discouraging walkability and vibrant economic activity.
- ☑ **Defective and Inadequate Street Layout:** St. Michael's Drive was originally built as a bypass highway in the 1950s, but as Santa Fe has grown, it has become an essential corridor for retail, transportation, and other business activity. However, it still retains its highway-like design, with seven lanes of traffic, dangerous intersections, and limited pedestrian access. This design increases the risk of collisions as drivers pull in and out of shopping centers. The area lacks effective multimodal transportation options, further isolating surrounding neighborhoods.
- ☑ **Faulty Lot Layout and Inefficient Land Use:** The corridor's strip mall development pattern and excessive parking requirements have created underutilized parcels with limited connection with surrounding neighborhoods. This inefficient land use makes it difficult to redevelop sites into more compact, mixed-use developments that would better serve the community and create much needed housing choices in the center of the city.
- ☑ **Deterioration of Public Spaces and Site Improvements:** Public spaces in the area lack investment, making them uninviting and underutilized. Surveys conducted as part of the RE:MIKE initiative show that residents view St. Michael's Drive as an area with "no identity" and "a place they avoid walking or spending time in" due to its car-centric nature and lack of engaging public amenities.
- ☑ **Decline of Commercial and Business Activity:** While St. Michael's Drive is a central commercial district, the dominance of large retail centers with little pedestrian access has discouraged economic diversification.
- ☑ **Lack of Adequate Housing Facilities:** The corridor lacks a sufficient mix of housing types, particularly affordable and workforce housing.

OVERLAY DISTRICT: MIDTOWN LINC ZONING OVERLAY (2016)

The Midtown LINC Overlay District was established through Ordinance #2016-39, which was adopted by the City of Santa Fe in 2016. The district was created to enhance connectivity and development in Santa Fe's midtown area, linking key employment centers such as Santa Fe University of Art and Design and Christus St. Vincent Regional Medical Center.

The overlay is a framework for revitalizing Santa Fe's midtown area, transforming underutilized spaces along western St. Michael's Drive into a vibrant, economically diverse district. The initiative encourages mixed-use development, improved urban design, and pedestrian-friendly infrastructure.

The district promotes multi-family residential development alongside complementary commercial uses, creating a dynamic, street-oriented environment. Updated zoning regulations increase development capacity while maintaining buffers for existing neighborhoods. Planned urban enhancements focus on pedestrian and bicycle accessibility, traffic calming measures, and expanded public spaces to improve mobility and safety.

To encourage investment, the city offers fee incentives for qualifying projects, waiving certain development and utility fees. Design standards prioritize four-story mixed-use buildings, street-facing architecture, and enhanced landscaping to foster a more cohesive urban fabric. Additional requirements for signage, bicycle parking, and green infrastructure ensure that new development contributes to a more connected and livable midtown. The Midtown LINC Overlay aligns with Santa Fe's broader goals for sustainable growth while preserving the city's unique character.

FIGURE 5. Midtown LINC Overlay District

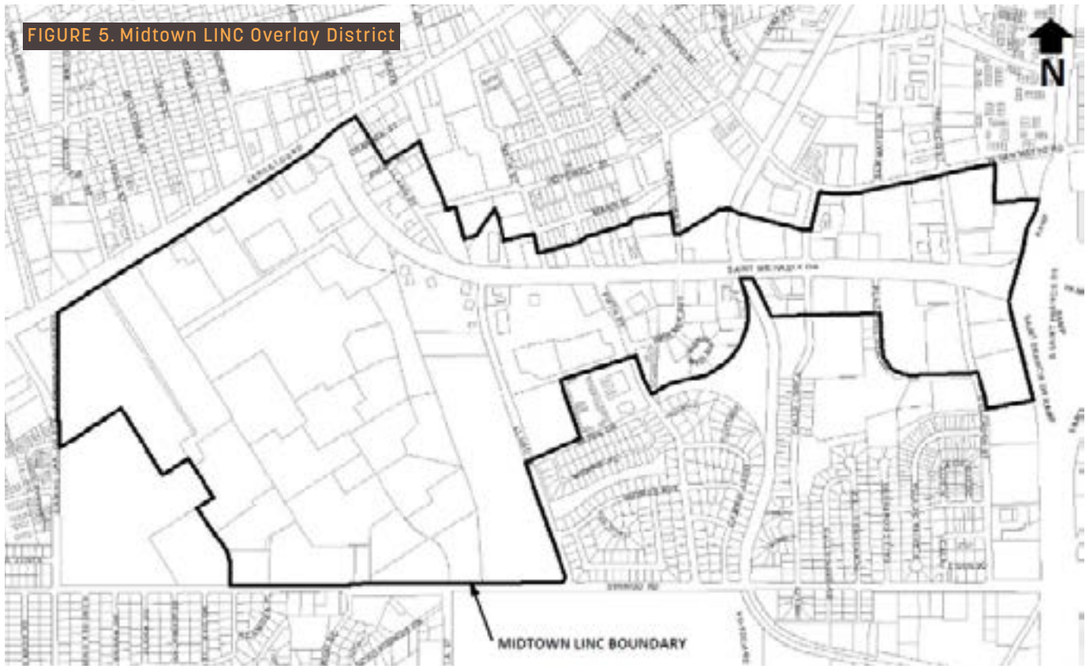


Image source: MIDTOWN LINC Summary Presentation (2017)

While there was broad public support for the LINC, there have not been qualifying projects that the LINC zoning intended to facilitate.

ADDRESSING MRA CRITERIA:

- ☑ Deteriorated or aging infrastructure: Several structures and public spaces within the corridor show signs of physical decline, limiting their usability and attractiveness for redevelopment.
- ☑ **Defective and inadequate street layout:** St. Michael's Drive and adjacent streets prioritize vehicular traffic, creating barriers to pedestrian and bicycle movement. The street design lacks adequate connectivity between key destinations and discourages mixed-use development.
- ☑ **Obsolete and impractical planning:** The existing zoning and development regulations in the Midtown area have historically favored single-use commercial developments, which have contributed to underutilization of land and inefficient site layouts.
- ☑ **Significant business closures and low commercial activity:** Economic stagnation is evident, especially within the Midtown site. This large site has experienced long-term vacancies and reduced activity, leading to declining tax revenues and community disinvestment.
- ☑ **Lack of adequate housing facilities:** The area has a lack of housing variety or housing choices in adjacent districts, particularly affordable and mixed-income housing, despite its proximity to major employment and institutional centers. This imbalance between jobs and housing options contributes to increased commuting and a reduced sense of community within the district.
- ☑ **Deterioration of public spaces and site improvements:** Public spaces lack consistent investment and maintenance, making them less inviting and underutilized by the community.

MIDTOWN REDEVLOPMENT PLANS



The Midtown Master Plan and Midtown Community Plan together create the Midtown Redevelopment Plan. These include both land use and urban design guidelines for the future of the Midtown Site. The blighted Midtown Site is key to improving and creating the economic resiliency of the adjacent commercial corridor and broader Midtown District.

MIDTOWN MASTER PLAN (2022)

The Midtown Master Plan, approved on November 30, 2022, provides a framework for the redevelopment of the Midtown Site in Santa Fe. This site, formerly home to the Santa Fe University of Art and Design (SFUAD) until its closure in 2018, represents a significant opportunity for business, housing, and cultural development in the city. The plan outlines a long-term vision driven by community input, prioritizing sustainability, economic vitality, and the creation of a mixed-use urban center.

The City of Santa Fe took control of the planning process in 2020. Since then, the city has worked with stakeholders to create a comprehensive strategy that balances housing affordability, job creation, transit improvements, and climate resilience. The plan promotes walkability, public spaces, and a variety of uses, including film and media production, arts and culture, and higher education.

KEY TAKEAWAYS

- ☑ The Midtown Site will serve as a new center for Santa Fe, integrating housing, employment, public spaces, and cultural institutions.
- ☑ Over 1,000 new housing units are planned, with a focus on affordability and accessibility.
- ☑ A pedestrian-friendly, mixed-use neighborhood is envisioned, encouraging walkability and sustainable design.
- ☑ Community Arts and Culture will be a major focus for economic and social viability.
- ☑ More than 5 acres of public parks and open spaces will enhance community engagement and recreation.
- ☑ The Midtown LINC Zoning Area, adopted in 2016, will guide redevelopment efforts and encourage higher-density mixed-use projects.
- ☑ Infrastructure improvements, including transit enhancements and multimodal connections, will support growth and mobility.
- ☑ The plan aligns with existing city policies and sustainability goals, aiming to create an equitable and environmentally responsible development.

MIDTOWN COMMUNITY DEVELOPMENT PLAN (2023)

The Midtown Community Development Plan is a policy-driven framework designed to guide the redevelopment of the Midtown Site in Santa Fe. This plan was developed as part of the Midtown Master Plan and is utilized in conjunctions with the Midtown Master Plan to ensure that new development aligns with community priorities related to housing affordability, job access, arts and culture, and public amenities. It was created through an extensive public

engagement process that involved thousands of community members, emphasizing inclusivity, equity, and sustainability.

The plan outlines strategies to increase housing opportunities, expand public services, support economic development, and preserve cultural heritage. It sets clear expectations for community benefits that developers must incorporate into their projects. Additionally, the plan integrates sustainability initiatives such as green infrastructure, multimodal transportation improvements, and energy-efficient development standards to ensure a long-term, resilient future for the Midtown Site.



KEY TAKEAWAYS

- ☑ It encourages job creation, business innovation, and workforce training programs to support local employment.
- ☑ Community arts, cultural landmarks, and civic spaces will be preserved and enhanced to maintain Santa Fe's unique identity.
- ☑ Walkability, improved public transit access, and safe bicycle infrastructure are prioritized to enhance connectivity.
- ☑ Green building standards, integrated stormwater management, and energy-efficient design are required for sustainability.
- ☑ Clear guidelines ensure developers prioritize public amenities, workforce development, and long-term affordability.

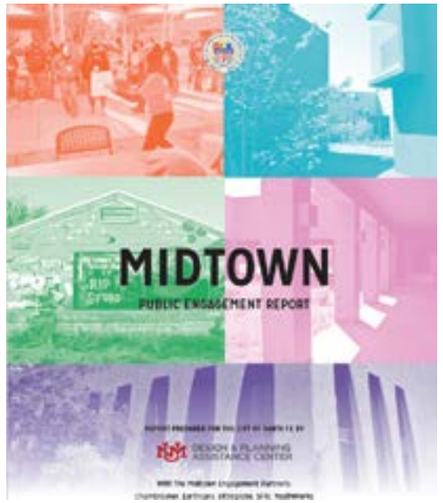


ADDRESSING MRA CRITERIA:

- ☑ **Deteriorated or Aging Structures:** Many buildings on the former Santa Fe University of Art and Design (SFUAD) campus have deteriorated due to prolonged vacancies and lack of maintenance. While some structures are suitable for adaptive reuse, others require significant investment to meet modern building standards. Demolition is expected to begin on some of the structures in the near future.
- ☑ **Defective and Inadequate Street Layout:** The existing street network prioritizes automobile traffic and lacks safe pedestrian and bicycle connections, making it difficult for residents to navigate the area without a vehicle. The street design fails to provide adequate connectivity between neighborhoods and key destinations such as Cerrillos Road, St. Michael's Drive, Siringo Road, and nearby employment centers.
- ☑ **Obsolete or Inefficient Land Use Planning:** The Midtown Site is a large, underutilized property in the heart of Santa Fe. Originally developed for institutional use, its current land use does not align with modern mixed-use urban development practices. The lack of higher-density housing, neighborhood-serving retail, and active public spaces has contributed to the area's economic stagnation.
- ☑ **Significant Business Closures and Low Commercial Activity:** Many commercial and institutional properties in the Midtown area remain vacant or underused, limiting economic growth and reducing local employment opportunities. The lack of reinvestment has weakened the area's economic vitality, creating an environment where businesses struggle to thrive.
- ☑ **Lack of Adequate Housing Facilities**: The Midtown redevelopment plans emphasize the need for additional housing, particularly affordable and workforce housing. The area does not currently provide sufficient residential options to support local employees, students, and artists who could benefit from living near emerging economic hubs.
- ☑ **Deterioration of Public Spaces and Site Infrastructure:** Many public spaces and streetscapes within the Midtown area are outdated, poorly maintained, or lacking entirely. The absence of high-quality parks, plazas, and gathering places discourages pedestrian activity and limits opportunities for community engagement.

MIDTOWN PUBLIC ENGAGEMENT REPORT (2022)

The Midtown Public Engagement Report documents the extensive community outreach process undertaken to shape the future of the Midtown Santa Fe site. Following the closure of the Santa Fe University of Art and Design in 2018, the City of Santa Fe launched the Midtown Redevelopment Process to engage residents, stakeholders, and organizations in envisioning a new purpose for the site. This effort aimed to gather diverse perspectives and inform development strategies that align with community needs, aspirations, and priorities.



The Midtown Public Engagement process reached a broad and diverse cross-section of Santa Fe residents through a variety of outreach methods. A total of 2,089 surveys were collected, providing valuable insights into community priorities and ensuring representation from different demographic and economic backgrounds. In addition to surveys, over 3,300 people participated in public meetings, tenant clinics, and food distribution events, fostering meaningful dialogue about the future of Midtown.

Beyond in-person engagement, the outreach campaign recorded over 20,000 points of contact through media campaigns, newsletters, canvassing, and digital platforms, expanding access to those who might not have attended events. The process successfully reflected Santa Fe's demographic diversity, with 53.6% of respondents identifying as Hispanic/Latinx, 24.8% as non-Hispanic White, and 10.9% as Indigenous. Economic diversity was also a key factor, with 67% of participants earning $55,000 or less annually, and a mix of homeowners (47.3%) and renters (42.4%), ensuring that housing needs were a central focus of the discussions.

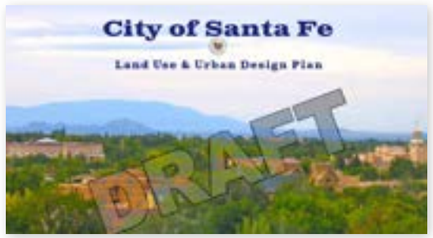
The purpose of this report was to synthesize public input into actionable development guidelines for the Midtown area and informed

the final master plan and recommendations. The engagement process prioritized themes such as housing, economic development, public spaces, sustainability, and transportation. By integrating these community-driven insights, the city sought to ensure that redevelopment efforts foster equity, cultural preservation, economic opportunity, and environmental responsibility.

ADDRESSING MRA CRITERIA:

- ☑ **Deteriorated or Underutilized Structures:** The Midtown Public Engagement Report identifies multiple vacant or deteriorating buildings on the former Santa Fe University of Art & Design (SFUAD) campus. Residents voiced concerns about abandoned buildings contributing to safety issues, lack of activation, and visual blight.
- ☑ **Defective and Inadequate Street Layout:** The current street network prioritizes vehicles over pedestrians, creating safety concerns and discouraging walkability. The report highlights the need for multimodal transportation improvements, such as safer intersections, expanded bike lanes, and improved public transit access. Community members repeatedly raised concerns about difficult pedestrian crossings, missing sidewalks, and the absence of transit options that connect Midtown to other parts of the city.
- ☑ **Obsolete or Inefficient Land Use Planning:** The existing land use pattern in Midtown is outdated, originally designed for institutional and commercial purposes rather than the mixed-use, high-density development needed today. The report identifies large underutilized parcels and restrictive zoning as key barriers to redevelopment. Residents expressed frustration that the area feels disconnected from surrounding neighborhoods, lacks essential services like grocery stores, and does not support a vibrant, mixed-use environment.
- ☑ **Decline of Commercial and Business Activity**: The report highlights a significant decline in commercial activity, with many properties either vacant or underutilized, limiting job opportunities and economic growth. Community members noted the loss of local businesses and the difficulty of attracting new investment. The need for small business support and zoning flexibility was a recurring theme in public engagement efforts .
- ☑ **Lack of Adequate Housing Facilities:** Midtown's shortage of affordable and workforce housing is a major challenge identified in the report. Despite its proximity to major employers, the area lacks sufficient housing options, leading to displacement and long commutes for workers. The community strongly emphasized the need for diverse housing options, including affordable units and mixed-income developments .
- ☑ **Deterioration of Public Spaces and Site Infrastructure:** The report identifies a lack of investment in public spaces, with outdated or underutilized parks and civic spaces. Community members consistently voiced the need for more parks, gathering spaces, and cultural centers to create a more welcoming and vibrant Midtown.

CITY OF SANTA FE LAND USE & URBAN DESIGN PLAN (1999)



The City of Santa Fe Land Use & Urban Design Plan serves as a comprehensive framework for guiding urban development, ensuring that growth is sustainable, efficient, and aligned with the city's cultural and environmental priorities. The plan establishes policies to promote a compact urban form, support mixed-use development, and preserve Santa Fe's historic character while addressing economic development, housing affordability, and transportation improvements. It emphasizes the importance of infill development, higher residential densities, pedestrian connectivity, and alternative transportation options, all while maintaining the city's unique identity and sense of place.

Originally adopted in 1999, the plan was designed to provide long-term guidance for land use and urban growth management. Currently, the City of Santa Fe is in the process of updating the plan to better address modern challenges, including sustainability, climate adaptation, and economic diversification. This plan update involves community engagement, policy revisions, and new strategies to ensure that development continues to align with the city's long-term vision.

The 1999 plan does not address the Midtown District because, at the time it was drafted, the area was still an active school.

KEY TAKEAWAYS

- ☑ The City of Santa Fe Land Use & Urban Design Plan was developed before targeted planning initiatives aimed at revitalizing this area. The current plan update will incorporate community goals and long-range planning efforts established since its 1999 adoption.

OVERLAY DISTRICT: SOUTH-CENTRAL HIGHWAY CORRIDOR PROTECTION DISTRICT (SCHC)

The South-Central Highway Corridor Protection District (SCHC) overly applies to a small portion of the MRA. The overlay encompasses land within 600 feet of the edge of the right-of-way on both sides of St. Michael's Drive, Old Pecos Trail, St. Francis Drive, Rodeo Road, and Interstate 25 and its frontage roads.

This designation aims to preserve the scenic quality and manage development along these corridors. The SCHC imposes specific regulations on land use, density, and design to maintain the visual appeal and character of these areas. For instance, there are increased minimum building setbacks.

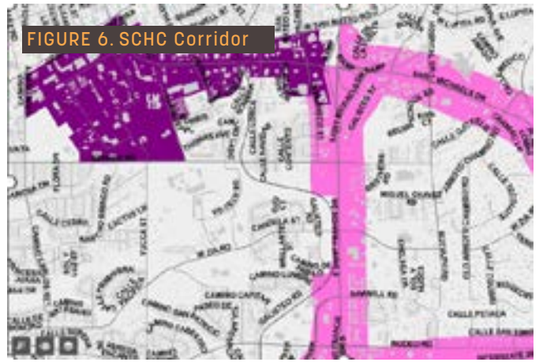


FIGURE 6. SCHC Corridor

KEY TAKEAWAYS

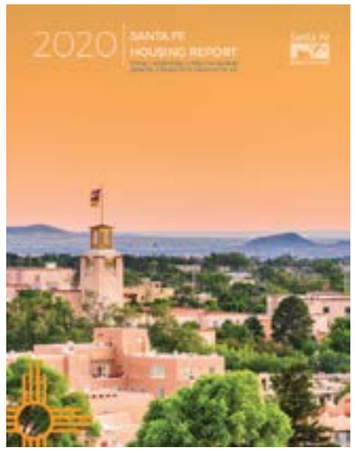
- ☑ Public input strongly emphasized the need for affordable and diverse housing options, ensuring long-term affordability and minimizing displacement risks.
- ☑ Economic development is a key focus, with a strong push for job creation, small business support, and workforce training programs to strengthen the local economy.
- ☑ Residents prioritized preserving historical and cultural assets, enhancing public parks, open spaces, and civic amenities to foster a sense of community.
- ☑ Sustainability remains a central theme, with recommendations for green building standards, integrated stormwater management, and climate-conscious urban design.
- ☑ Mobility and connectivity improvements will support walkability, bike access, public transit expansion, and safer pedestrian infrastructure, ensuring a well-connected and accessible Midtown district.

SANTA FE HOUSING REPORT (2020)

The 2020 Santa Fe Housing Report provides a comprehensive analysis of Santa Fe's housing market, affordability challenges, and policy recommendations. It emphasizes the need for increased housing supply, improved affordability measures, and stronger policies to address displacement risks. The report highlights that Santa Fe faces rising housing costs, stagnant wages, and a growing demand for affordable units, making housing one of the most pressing issues in the city.

A key focus is on the Midtown District, which presents an opportunity for mixed-use, high-density development that can alleviate housing pressures. The report discusses strategies such as inclusionary zoning, leveraging public land for affordable housing, and mixed-income housing models to ensure long-term affordability.

The Midtown site, given its central location and size, is identified as a prime area for addressing housing needs through strategic urban planning.



ADDRESSING MRA CRITERIA:

- ☑ **Lack of Adequate Housing Facilities:** The 2020 Housing Report identifies a severe shortage of affordable and workforce housing in Santa Fe, limiting accessibility for low- and moderate-income residents. The city fails to provide sufficient housing to meet demand, leading to displacement risks and long commutes for many workers. The report also notes that without intervention, new development in Santa Fe could further exacerbate affordability issues, pricing out existing residents
- ☑ **Efficient Land Use Planning:** Midtown is identified as a prime location for mixed-use and high-density development, yet existing zoning and infrastructure are not conducive to such growth. The report calls for zoning and policy changes to promote mixed-income housing, integrate public spaces, and create a more walkable, transit-friendly environment.

B. LAND USE AND ZONING

EXISTING LAND USES (COMMERCIAL, RESIDENTIAL, MIXED-USE).

Outside of the Midtown site, the majority of the MRA is occupied by commercial uses. The land use of the area is defined by retail, light office and light industrial. The retail in this area is a mixture of small pad sites and large shopping centers. The entire area is defined by large, underutilized parking lots and buildings that are set back significantly from the adjacent street. There is a lack of connectivity between and among the parcels in the MRA. This area lacks a cohesive identity or character and is autocentric.

ZONING ANALYSIS (POTENTIAL FOR REDEVELOPMENT UNDER CURRENT ZONING).

The current zoning, primarily commercial, limits the redevelopment potential of this area. The Cerrillos section of the LINC was planned prior to 2016 and could not prioritize mixed-use or best practices, giving it a strip mall appearance. Future zoning should allow a mix of uses to encourage the development of walkable, mixed-use, transit-oriented areas desired, as articulated by community stakeholders. Specifically, higher density housing should be encouraged to redevelop commercial areas into vibrant mixed-use and walkable activity centers.

SOUTH-CENTRAL HIGHWAY CORRIDOR PROTECTION

A small portion of the MRA overlaps with the South-Central Highway Corridor Protection District overlay. Provisions include building height limitations to maintain the visual character of the corridor. The SCHC also imposes design standards to ensure that new developments or alterations harmonize with the existing landscape and architectural character of the corridor. Where overlay districts overlap, the most strict requirements prevail.

LINC OVERLAY DISTRICT

The Midtown LINC Overlay District prioritizes higher-density housing, economic activity, multimodal transportation, and sustainability. The incentives and design standards aim to transform St. Michael's Drive into a dynamic and attractive corridor, encouraging private investment while ensuring community benefits.

The district allows for a variety of uses consistent with underlying zoning, with additional permitted uses of multiple-family housing. Certain uses are prohibited to maintain the district's character, including mobile homes, mobile home parks, sexually oriented businesses, outdoor storage of vehicles and equipment, and specific industrial activities like warehouse and freight movement.

To encourage development that aligns with the district's objectives, the Midtown LINC Overlay District defines "qualifying projects" those that contribute to a mixed-use, pedestrian-friendly environment. Qualifying Residential Projects include new developments consisting solely of multiple-family dwellings or mixed-use projects where residential units serve as the primary use, supported by eligible non-residential components. Qualifying Non-Residential Projects encompass new developments or modifications to existing structures intended for designated commercial and industrial uses, such as research laboratories, light assembly and manufacturing spaces (including "maker" spaces), neighborhood grocery stores, and laundromats, ensuring a balanced mix of residential and economic activity in the district.

Projects in this overlay district also have to adhere to specific architectural and landscaping standards to improve the overall appeal of the district.

VACANT OR UNDERUTILIZED PROPERTIES

While most of the properties in the area are occupied, many of them are underutilized. The large parking lots fronting many of properties are rarely if ever full. The land value of this centrally located district could support a greater diversity of uses. In a city with such a shortage of housing, the large parcels could support the development of a variety of housing units.

D. PHYSICAL CONDITIONS

City of Santa Fe MRA staff performed an assessment of the Study Area in February 2024 to document physical conditions. This report summarizes findings for the LINC and the Midtown Site separately, as conditions are very different. The assessment demonstrates that the properties included in the Study Area exhibit a combination of factors that contribute to the lack of redevelopment, as defined by New Mexico State Statute 3-60A.1-41, 1978.

MIDTOWN LINC:

The Midtown LINC Overlay District exhibits significant challenges related to land use, transportation, infrastructure, and economic activity, many of which align with the criteria for Metropolitan Redevelopment Area (MRA) designation. Originally developed with a suburban, car-oriented layout, the corridor has struggled to transition into a walkable, mixed-use urban district. Despite incentives introduced through the LINC Overlay in 2016, there has been no new residential development in the area, and underutilized properties, deteriorating infrastructure, and high crime rates persist.

ADDRESSING MRA CRITERIA:

- ☑ **Deteriorated or Underutilized Structures:** Many buildings within the LINC were constructed 30 to 40 years ago as large-lot strip malls and big-box retail centers. Over time, some have been subdivided into standalone properties surrounded by expansive parking lots, while others remain vacant or underutilized.
- ☑ **Defective and Inadequate Street Layout:** St. Michael's Drive was originally designed as a two-lane bypass highway in the 1950s and later widened in the 1970s. Today, it is one of Santa Fe's busiest streets, carrying 25,000–30,000 vehicles per day across a seven-lane roadway (six through lanes plus a center turn lane). The street lacks bike lanes, mid-block pedestrian crossings, street trees, and adequate public transit infrastructure, making it unsafe and uninviting for pedestrians and cyclists. The City of Santa Fe has formally recognized these deficiencies and, in a March 28, 2022 memo to NMDOT, proposed reducing lanes and implementing multimodal safety improvements.
- ☑ **Faulty Lot Layout and Infrastructure Deficiencies:** The LINC area consists of large commercial properties with individual curb cuts onto St. Michael's Drive, few shared access points, and no internal connectivity between parcels. If a driver misses an entrance, they must exit onto a neighborhood street and loop back, or park at a separate business and navigate through poorly maintained landscaping and parking lots. Several properties are isolated by surrounding parcels, with no viable cross-access for pedestrians or vehicles. Parking lots dominate the landscape, yet they remain underutilized and many are in poor condition with potholes, poor drainage, and failing pavement.
- ☑ **Deterioration of Public Spaces and Site Improvements:** Many properties feature planter strips that are either poorly maintained, overgrown, or dead. Several sidewalks are impassable due to overgrown landscaping, while bus stops lack proper shelters. No street trees exist along the corridor, as the entire planter strip was paved over when the State transferred St. Michael's Drive to the City of Santa Fe in 2018.
- ☑ **Decline of Commercial and Business Activity:** Many commercial properties within the LINC are vacant or struggling, contributing to a high percentage of underutilized parcels. The LINC Overlay was originally established to incentivize redevelopment, particularly multi-family housing, but no new residential development has occurred since its adoption in 2016.
- ☑ **Lack of Adequate Housing Facilities:** The LINC area is zoned C-2 General Commercial, allowing multi-family housing with no density cap, yet no housing projects have been proposed due to outdated infrastructure, high costs of redevelopment, and poor pedestrian connectivity. Large vacant parcels within the Midtown Project Site and along Warner Avenue remain undeveloped, limiting opportunities for much-needed workforce housing.
- ☑ **High Crime Rates:** The Midtown LINC area represents just 1.7% of Santa Fe's total land area, yet between January and May 2022, it accounted for 7.4% of the city's total reported crimes. Crime incidents include property crime, vandalism, and safety concerns, which further discourage investment and walkability in the corridor.

FIGURE 7. Zoning

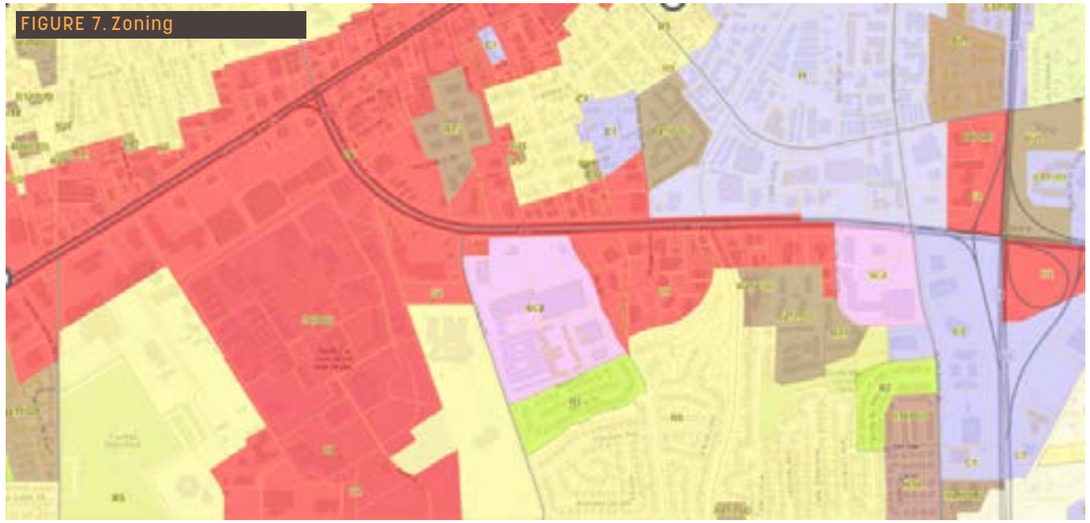


FIGURE 8. South-Central Highway Corridor Protection + LINC Overlay District

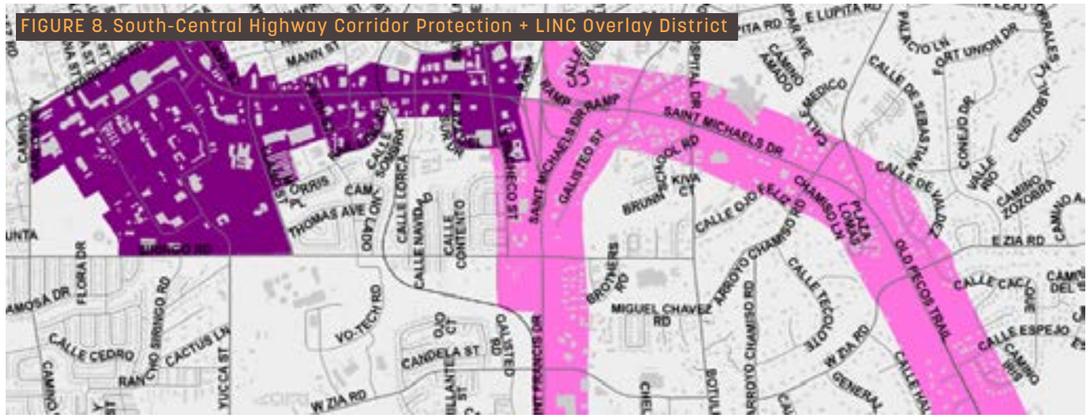
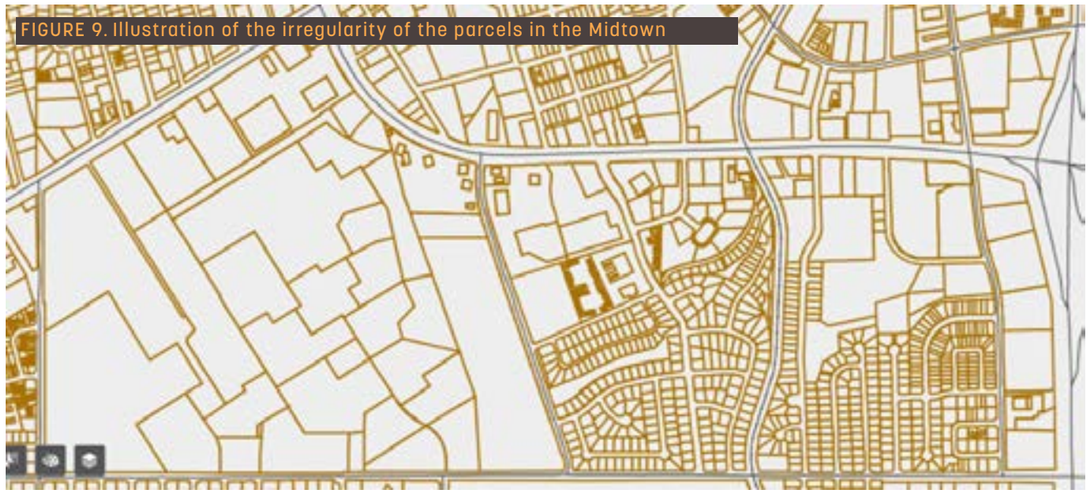


FIGURE 9. Illustration of the irregularity of the parcels in the Midtown



Vacant buildings and weeds (Midtown site)



Vacant land (Midtown site)



Street missing sidewalks





Bus stop without amenities

CERILLOS DRIVE

ST MICHAELS DRIVE

SIRINGO DRIVE



Vacant land and weeds (Midtown site)



Vacant land, weeds and litter



Underutilized land



Vacant land

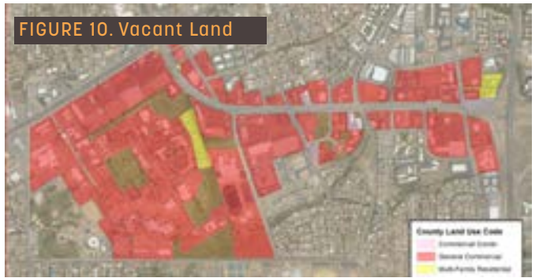


Underutilized and unsightly storefront



Vacant land, weeds and litter

FIGURE 10. Vacant Land



County Land Use Map: Brown parcels are vacant

FIGURE 11. Building Footprints



Building Footprints within MRA Study Area Boundary

FIGURE 12. Vacant SIte



Vacant site on Llano St.

FIGURE 13. Parking Lots



Surface parking lots in the MRA area

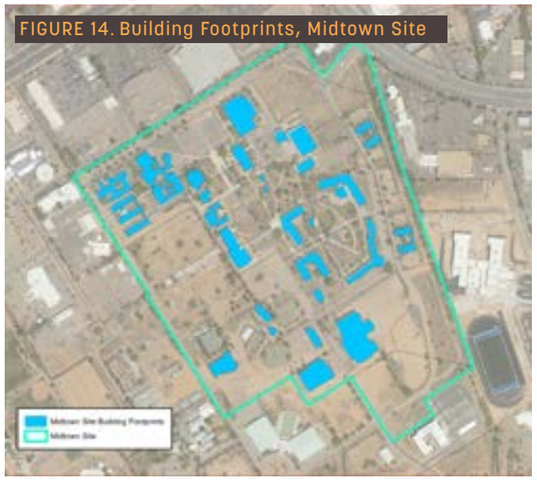
MIDTOWN SITE: THE KEY TO THE OVERALL ECONOMIC SUCCESS, RESILIENCY, AND SUSTAINABILITY OF THE MIDTOWN DISTRICT

The Midtown Santa Fe Site was originally developed as a sprawling educational campus, with large, irregular parcels that do not easily accommodate new development or redevelopment under modern mixed-use planning principles. The Midtown Master Plan, Community Development Plan, and Land Development Plan collectively identify multiple structural, infrastructure, and land use deficiencies, aligning with the Metropolitan Redevelopment Area (MRA) designation criteria under the New Mexico Metropolitan Redevelopment Code.

ADDRESSING MRA CRITERIA:

- ☑ **Deteriorated or Underutilized Structures:** The 2022 facility assessment by Wilson & Company found that many buildings on the Midtown site are structurally deficient, outdated, or in disrepair due to age, disuse, and obsolete building systems. Asbestos remediation is needed across multiple structures, adding to redevelopment costs. Of the 38 existing buildings, 10 are slated for demolition, 13 for short-term reuse before demolition, and 15 for rehabilitation. The former dormitories are not viable for conversion to modern residential use due to narrow hallways, shared bathrooms, and outdated building standards.
- ☑ **Faulty Lot Layout and Inefficient Land Use:** The site's original subdivision layout, designed for an educational campus, does not align with mixed-use redevelopment needs. Some parcels are so large and irregular that they hinder infill development. One 22+ acre parcel contains at least 17 buildings and spans the entire site. Currently, only 7.74% of the land is built upon, with 20 acres of completely vacant parcels. Until 2022, the site lacked master planning and remained zoned R-5 Residential, which was unsuitable for redevelopment. The recent Planned Unit Development (PUD) zoning and master planning efforts are expected to improve development feasibility.
- ☑ **Defective and Inadequate Street Layout:** The Midtown Site is isolated from surrounding areas, with only two access points—one at St. Michael's Drive and one at Siringo Road. The St. Michael's Drive entrance lacks a traffic signal, making left turns difficult and unsafe during peak hours. While the Siringo Road entrance is signalized, overall connectivity to the surrounding street network is inadequate. The Midtown Master Plan proposes a new internal street network, but implementation will require significant investment and collaboration with adjacent property owners to create pedestrian, bike, and road connections.
- ☑ **Deterioration of Public Spaces and Environmental Hazards:** The remains of the former barracks on Tract O—burned down in a 2017 fire—were razed, covered with topsoil, and fenced off, but the site still contains asbestos-based materials and underground cementitious pipes. A basic 12-inch surface remediation alone is expected to cost at least $2.3 million.
- ☑ **Lack of Adequate Housing Facilities:** As a former college campus, the only housing that ever existed on the site was dormitory housing, which is unsuitable for modern residential use due to outdated building codes and lack of essential amenities like kitchens. However, with the adoption of the Midtown Master Plan in 2022-2023, the site is now planned for at least 1,100 new housing units, with a minimum of 30% designated as affordable housing for households earning 80% or less of the Area Median Income (AMI).

FIGURE 14. Building Footprints, Midtown Site

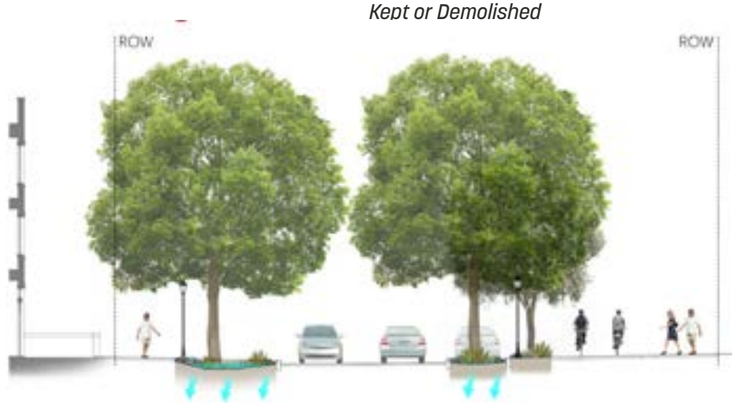


Building Footprints within Midtown Site

FIGURE 15. Midtown: Building Preservation Plan



Midtown Buildings: Color Designates Which Building Will be Kept or Demolished



Complete Street Example - Midtown Master Plan (2022)

E. ECONOMIC CONDITIONS

RETAIL AND COMMERCIAL MARKET TRENDS

The Midtown Redevelopment Area has historically experienced higher vacancy rates, fluctuating rents, and lower occupancy compared to Santa Fe's overall office and retail markets. However, recent trends indicate a stabilization in demand, with significant improvements in occupancy rates and reductions in vacancies. While the broader Santa Fe market has demonstrated steady growth, the MRA area remains a more volatile submarket, characterized by lower rental rates and a price-sensitive tenant base. This section examines key trends in office and retail markets within the MRA area in comparison to Santa Fe's overall market performance.

OFFICE MARKET COMPARISON: MRA AREA VS. SANTA FE (2017-2024)

Vacancy Rate Trends: The MRA area saw extreme volatility in office vacancies, peaking at 20% in 2014, compared to 8.2% in the City. By 2024, the MRA's vacancy rate dropped to 0%, indicating a strong recovery.

Occupancy Rate Trends: The MRA's occupancy rate was as low as 80% in 2014-2015, lagging behind the overall market, which consistently remained above 95%. However, the MRA rebounded to 100% occupancy in 2024, suggesting stabilization.

Net Absorption Trends: The MRA had major negative absorption (-52,257 SF in 2018) but recovered with positive absorption in 2019 and 2024. Santa Fe's overall market also experienced fluctuations, notably -81,826 SF in 2020, during the economic downturn.

Office Rent Trends: The overall market saw steady rent growth, reaching $23.68/SF in 2024 from $17.07/SF in 2016. The MRA's office rents have been highly inconsistent, with rates ranging from $24.07/SF in 2022 to as low as $7.13/SF in 2024, suggesting weaker demand and a less stable office environment.

RETAIL MARKET COMPARISON: MRA AREA VS. SANTA FE (2017-2024)

Vacancy Rate Trends: Santa Fe's retail vacancy rate declined steadily from 6.3% in 2013 to 2.3% in 2024, reflecting strong demand. The MRA area had a much higher peak vacancy of 14.8% in 2013 but has since fallen to 1.6% in 2024.

Occupancy Rates: Both markets maintain high occupancy, with Santa Fe at 97.7% and the MRA slightly higher at 98.4% in 2024.

Net Absorption Trends: Santa Fe saw significant fluctuations, particularly in 2024 (-129,935 SF). The MRA also experienced volatility, with negative absorption in 2023 (-13,551 SF) but a rebound in 2024 (+4,266 SF).

Retail Rent Trends: Santa Fe's retail rents have increased to $19.15/SF in 2024, while the MRA area has struggled with lower, more volatile rents, ranging from $13.09/SF in 2013 to $8.23/SF in 2020, before rising to $15.90/SF in 2024.

KEY TAKEAWAYS

- ☑ Office rents in the MRA remain far below Santa Fe's overall market, suggesting weaker demand and less desirable space.
- ☑ Retail rents in the MRA are similarly lower than Santa Fe's average, despite increasing occupancy, indicating potential economic challenges or slower retail growth.
- ☑ The MRA area has been more volatile, with significant swings in vacancy, absorption, and rents, compared to Santa Fe's overall steady market trends.
- ☑ Despite lower rents, vacancy rates in the MRA are now at historic lows, meaning spaces are being utilized, even if at lower price points.
- ☑ While the MRA has shown recent stabilization, it remains a transitioning area, requiring further investment and strategic initiatives to ensure long-term stability and competitiveness.
- ☑ The data suggests that while demand for office and retail space in the MRA area is improving, continued investment, economic incentives, and tenant attraction strategies will be crucial for ensuring the district's long-term success.
- ☑ The MRA area has historically had higher vacancy rates and lower occupancy than the overall market but has made significant improvements in recent years.

CONCLUSION

The Midtown Metropolitan Redevelopment Area (MRA) in Santa Fe has been designated to address a range of challenges that have hindered its economic growth, livability, and development potential. The findings in the MRA Designation Report highlight several conditions that meet the criteria for an MRA designation under the New Mexico Metropolitan Redevelopment Code. By implementing a comprehensive revitalization strategy, the City of Santa Fe aims to transform Midtown into a dynamic, mixed-use district that fosters economic development, enhances mobility, and supports diverse housing opportunities.

RESPONDING TO THE MRA CRITERIA

A substantial number of deteriorated or deteriorating structures negatively impact the area's livability and economic potential.

- ☑ *Many structures in the Midtown area are underutilized, outdated, or deteriorating, making them unattractive for reinvestment.*
- ☑ *Large commercial properties, particularly along St. Michael's Drive, feature extensive parking lots and aging buildings that lack pedestrian connectivity and modern amenities.*

A defective or inadequate street layout that limits accessibility, walkability, and connectivity.

- ☑ *The Midtown area, particularly St. Michael's Drive, was originally designed for high-speed vehicular traffic rather than for pedestrians, cyclists, or transit users.*
- ☑ *The wide road, large setbacks, and disconnected parcels create barriers to walkability and safe transportation alternatives.*

Faulty lot layout that reduces the usefulness, accessibility, or redevelopment potential of properties.

- ☑ *The corridor is dominated by suburban-style strip malls and big-box retail centers with excessive surface parking, resulting in underutilized land that does not support a vibrant, mixed-use environment*
- ☑ *The lack of a cohesive development pattern has limited opportunities for housing and commercial revitalization.*

Deterioration of sites or other improvements, making the area less viable for new development.

- ☑ *Public spaces in the Midtown area are outdated and underutilized, failing to provide inviting, functional spaces for community engagement.*
- ☑ *Green infrastructure, parks, and pedestrian-friendly streetscapes are lacking, contributing to an unwelcoming environment.*

A lack of adequate housing facilities or conditions that prevent the provision of needed housing accommodations.

- ☑ *Despite its central location, the Midtown district lacks diverse and affordable housing options.*
- ☑ *The demand for mixed-income housing remains unmet, pushing workers and lower-income residents to live farther from their jobs and increasing commuting burdens.*

Obsolete or impractical planning and platting, leading to underutilized land and inefficient land use.

A significant number of vacant buildings, reducing economic activity and job opportunities.

- ☑ *The Midtown property specfically has suffered from high vacancy rates, with redevelopment struggling to remain viable due to outdated infrastructure, low foot traffic, and limited accessibility.*
- ☑ *Economic stagnation and disinvestment have further contributed to job losses and underutilization of properties.*

Low levels of commercial or industrial activity, contributing to economic stagnation and disinvestment.

- ☑ *The Midtown area has seen declining levels of investment over the past decade, limiting economic opportunities for local businesses and workers.*
- ☑ *The lack of incentives and infrastructure improvements has made it difficult to attract new businesses and industries.*

Through the MRA designation the City of Santa Fe can unlock key funding sources, attract private investment, and improve public infrastructure—creating new jobs, enhancing walkability, and expanding housing options.

This MRA designation aligns with the Midtown Master Plan and community input to ensure thoughtful, sustainable redevelopment. With strategic public-private partnerships and financial tools like tax incentives and infrastructure investments, the MRA will move Midtown into motion, fostering an inclusive, thriving district for all Santa Fe residents.

BENEFITS OF AN MRA DESIGNATION AND MRA PLAN

The MRA Designation allows for the contribution of Public Resources to Private Redevelopment projects, thereby helping catalyze reinvestment in the area.

The MRA Plan will outline specific redevelopment projects and activities and focus on unlocking critical opportunities, such as:

INCENTIVES FOR PROPERTY OWNERS - MRAs allow municipalities to offer incentives to property owners to encourage private investment. These incentives can include direct contributions of public funds, infrastructure improvements, below-market leases, land swaps, zoning changes, and favorable development bonds.

PUBLIC-PRIVATE PARTNERSHIP OPPORTUNITIES - MRAs allow property owners to engage with local governments in projects that involve the contribution of public funds to the redevelopment of private property. This also includes entering into development agreements to redevelop underutilized public properties.

DISTRICT-WIDE PUBLIC IMPROVEMENTS - MRAs allow for the effective planning and construction of public infrastructure and right-of-way improvements including streetscaping, transit-oriented development, stormwater management, and utility upgrades. It allows the municipality to contribute public resources to infrastructure upgrades that benefit private landowners, including waiving fees.

INCREASED COMMERCIAL ACTIVITY AND JOB GROWTH - Through the designation and planning for MRAs, many communities attract and grow commercial activity in an area, leading to long-term redevelopment and a stronger local business market.

TAX INCENTIVES & FINANCING TOOLS - A municipality may offer tax abatements and/or establish a Tax Increment Financing District (TIF) or Tax Increment Development District (TIDD). The municipality may also issue MRA Bonds for private projects. These tools do not change or increase taxes. Other available financing tools include:

- *Property Tax deferrals or credits*
- *Issuance of Revenue Bonds*
- *State/Federal Brownfield funding opportunities*

- *NMMFA Low-Income Housing Tax Credits bonus points*
- *CDBG Funding eligibility (without meeting LMI criteria).*

FACILITATE PUBLIC PRIVATE PARTNERSHIPS - MRAs are exempt from the Anti-Donation Clause because the activities authorized by the Metropolitan Redevelopment Code are considered to be in the public interest. MRAs allow local governments to sell public assets, enter into public-private partnerships, and issue bonds, loans, and grants. Other perks include:

- *Allows the sale of public property at "fair value" (below appraisal) when there are tangible public benefits through Development Agreements*
- *No prohibition on "Retail Uses" as exists in LEDA (>10,000 pop)*
- *"3-60A-48. Liberal Interpretation: The Metropolitan Redevelopment Code shall be liberally construed to carry out its purposes." Gives municipality discretion on how to best leverage MRA district opportunities.*

NEXT STEPS

After the MRA site is designated, a MRA plan will be created. Following the MRA Designation Report, an MRA Plan will be created, which will identify specific redevelopment projects that, when implemented, will eliminate the blighted conditions and stimulate economic activity. These projects can include land/building acquisition, multi-modal transportation infrastructure, stormwater management infrastructure, community facilities, housing, and public places.

The MRA planning effort will include a market and economic analysis to understand the opportunities associated with funding mechanisms and programs, such as tax increment financing, and link the MRA Plan's goals and strategies to those opportunities.

The governing municipality, in this case, the City of Santa Fe, has full discretion on which of these incentives the City uses and prioritizes to implement the MRA Plan. These decisions will be made during the planning process with public engagement and in collaboration with City departments and elected officials.



A

Attachment B

FIR No. 10662.1

FISCAL IMPACT REPORT

General Information:

(Check) **Bill:** _____ **Resolution:** x

Short Title(s): Midtown Metropolitan Redevelopment Area Designation

Sponsor(s): Mayor Alan Webber and Councilor Jamie Cassutt

Reviewing Department(s): Community Development Department **(**Midtown Development Agency Office of Economic Development), City Attorney's Office

Staff Completing FIR: Daniel Hernandez, Director of Midtown Development Agency; Carly Vendetti, Asset Development Manager, Midtown Development Agency **Date:** 3/3/2025

Phone: (505) 795-0675; (505) 531-7296

Reviewed by City Attorney: [signature] **Date:** Mar 21, 2025

Reviewed by Finance Director: Emily K. Oster **Date:** Mar 21, 2025

Summary:
The proposed resolution makes a finding of necessity and designates the Midtown Local Innovation Corridor Overlay District (the Midtown "LINC"), other than a small residential area, as a Metropolitan Redevelopment Area, as consistent with SFCC 1987, Section 7-2.8 and NMSA 1978, Section 3-60A-8. The boundaries of this overlay district are described in SFCC 1987, Section 14-5.5(5)(D)(2), "Midtown Local Innovation Corridor (Midtown LINC) Overlay District", as modified in Attachment B.

Departments Affected:
Community Development (Office of Economic Development and Metropolitan Redevelopment Agency)

Consequences of Not Enacting Legislation:
If this legislation is not adopted, the specified area in the Midtown LINC, will not be declared a metropolitan redevelopment area.

Conflict, Duplication, Companionship, or Relationship to Other Legislation:
Ordinance No. 2016-39 created a new subsection of Chapter 14, the "Midtown Local Innovation Corridor Overlay District" (14-5.5(D)), which established permitted uses, definitions, standards and incentives for qualifying projects within the relevant district. This ordinance also defined the boundaries of the Midtown LINC.

Performance and Administrative Implications:
If the proposed resolution is adopted, then the Metropolitan Redevelopment Commission could exercise its powers and duties established in SFCC 1987, Section 7-2.6.

Fiscal Implications:
None at this time. While designating a metropolitan redevelopment area is a step towards being able to exercise certain redevelopment financial tools, future steps are required to implement the tools. Future required steps include the Governing Body's adoption of a metropolitan redevelopment plan, before a fiscal impact is possible.

Fiscal Impact

_____x_____ Check here if no fiscal impact

Expenditures

Expenditure Type	FYE 2025	FYE 2026	FYE 2027	Require BAR (Y/N)	Recurring (R) or Non-recurring (NR)	Fund	3-Year Total Cost
Personnel and Benefits*	$	$	$				
Capital Outlay	$	$	$				
Contractual/ Professional Services	$	$	$				
Operating	$	$	$				$
Total:	$	$	$				$

Expenditure Narrative:

Revenue

Revenue Type	FYE 2025	FYE 2026	FYE 2027	Recurring (R) or Non-recurring (NR)	Fund
General Fund	$	$	$		
Special Revenue	$	$	$		
CIP	$	$	$		
Enterprise	$	$	$		
Internal Service	$	$	$		
Trust and Agency	$	$	$		
Federal	$	$	$		
Other	$	$	$		
Total	$	$	$		

Revenue Narrative:

Signature:

Email: mscott@santafenm.gov

Signature:

Email: dahernandez@santafenm.gov

Signature:

Email: jcnelson@santafenm.gov

Signature:

Email: cavenditti@santafenm.gov

CITY OF SANTA FE
METROPOLITAN REDEVELOPMENT AGENCY

Metropolitan Redevelopment Area Designation for the Midtown District

MARCH / APRIL 2025

SBFRIEDMAN pland

CITY OF SANTA FE
METROPOLITAN REDEVELOPMENT AGENCY

Presentation Agenda

- Metropolitan Redevelopment Agency Staff
  - Planning Team
- Metropolitan Redevelopment Act
- Metropolitan Redevelopment Area
- MRA Benefits



Who is the Planning Team?

CITY OF SANTA FE
METROPOLITAN REDEVELOPMENT AGENCY



Daniel Hernandez, Director

Background in real estate development, redevelopment and planning



Carly Venditti, Asset Development Manager

Background in urban planning and development, and project management



Jack Kelley, Redevelopment Manager

Background in real estate development and finance

pland COLLABORATIVE

Albuquerque, New Mexico (1973)

- Working with cities and communities to spur and sustain economic development in urban areas
- Creating the MRA Designation Report and MRA Plan

SBFRIEDMAN

Chicago, Illinois (1990)

- Expertise in urban economics & redevelopment strategies
- Experience in several cities in New Mexico
- Develop Tax Increment Financing (TIF) and Business Improvement Districts

What is the Metropolitan Redevelopment Act?

The Metropolitan Redevelopment Act (MRA) is a NM State statute that allows municipalities to create redevelopment areas to access tools designed to facilitate economic development.

To qualify an area under the Act, the proposed redevelopment area must have one or more of the following characteristics:

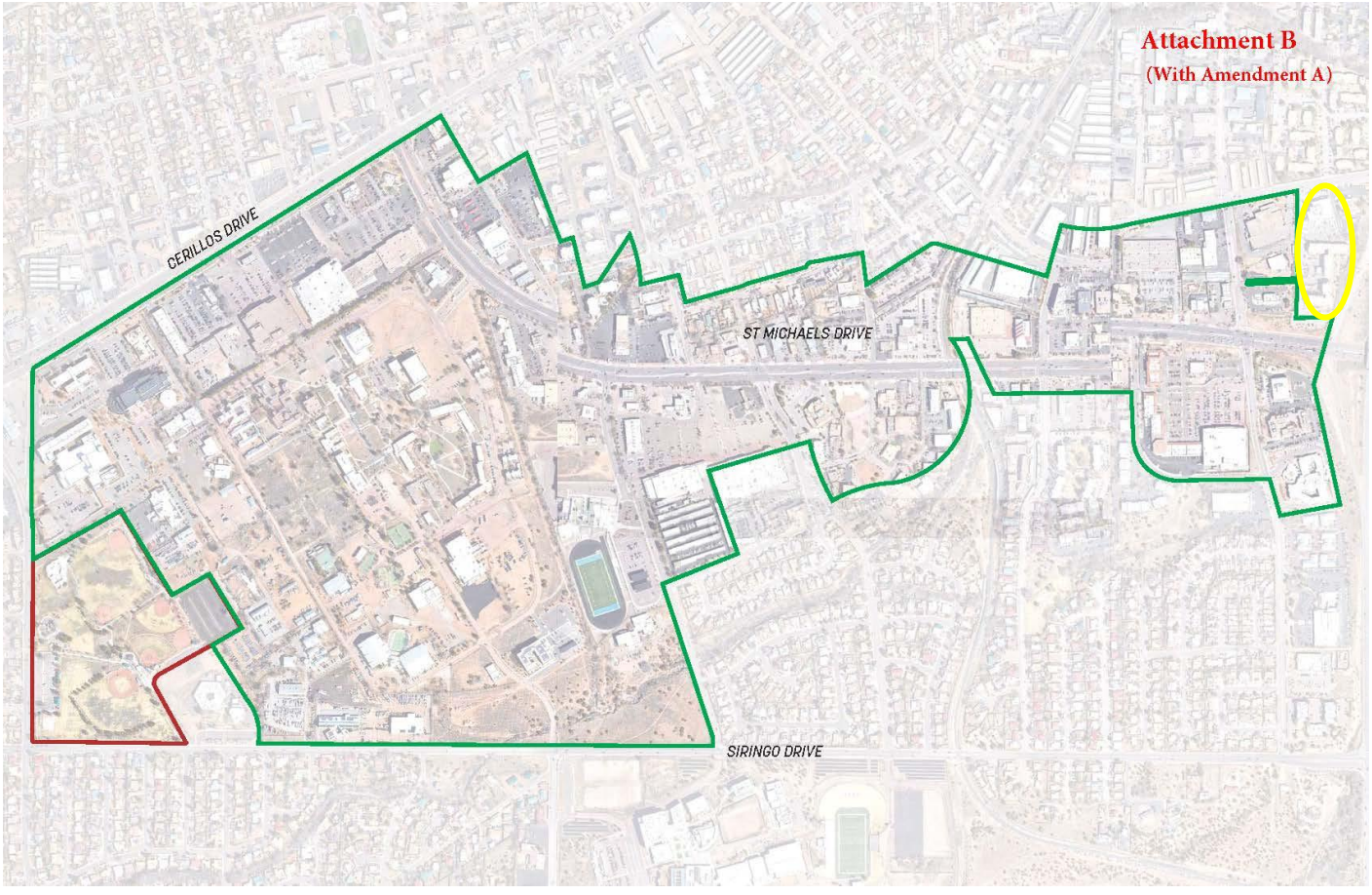
- Deteriorated or Deteriorating Structures
- Defective or Inadequate Street Layout
- Out of date or impractical planning and platting
- Deterioration of Site or Other Improvements
- Defective or Unusual Conditions of Title

How do NM cities establish a Metropolitan Redevelopment Area?

1. **Appoint a Metropolitan Redevelopment Commission**
    a. Mayor appoints and Governing Body approves
    b. Commission makes recommendation for designation and plan approvals
2. **Designate a Metropolitan Redevelopment Area**
    a. Report identifying characteristics of an area in need of redevelopment
    b. Governing Body approval at a public meeting of the Designation Area & Report
3. **Adopt a Metropolitan Redevelopment Plan** -
    a. Identify and deploy methods to eliminate or prevent challenges to economic development
    b. Align redevelopment goals and plans with community needs and objectives, and with the city's General Plan



Midtown District Metropolitan Redevelopment Area Map

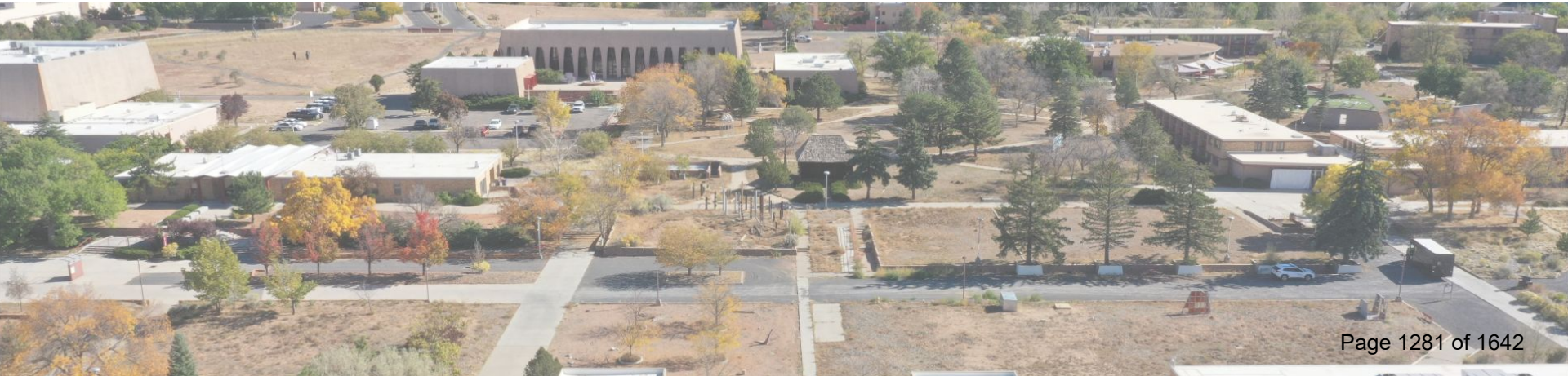


The proposed area matches the commercial areas of the existing LINC Overlay Zone

The Midtown Community Development Plan (2023) highlighted the Midtown District Metropolitan Redevelopment Area Designation as a strategy for economic development and resiliency

ReMike Plan (2012) - Midtown Local Innovation Corridor (2016) - Midtown Master Plan (2022)

The city-owned Midtown Site exemplifies the criteria needed to designate a Metropolitan Redevelopment Area. It is a transformative project that will **enhance & foster** a more resilient, mixed-use Midtown District for years to come.



What are benefits of a Metropolitan Redevelopment Area Designation and Plan?

Increases access to funding sources to stimulate economic development and redevelopment activities

Establishes a governance structure to guide redevelopment for the MRA

Prioritizes resources to address actions identified in the MRA Plan

Drives financial investment decisions to facilitate redevelopment, such as evaluating tax increment financing and the use of limited public resources, to build stronger economic mixed-use corridors

Engages the public in the planning process

Recognizes flexibility in city-owned property valuation in the MRA area

Maintains Governing Body approvals for city-owned property disposition

Timeline for establishing the Midtown MRA

March 26, 2025

Governing Body (introduce area designation resolution)

April 2025

Committees and Commission Presentations

- Metropolitan Redevelopment Commission
- Economic Development Advisory Committee
- Quality of Life Committee
- Finance Committee
- Public Works & Utilities Committee

April 30, 2025

Governing Body (vote)

September/October 2025

Projected Completion and Approval of MRA Plan



CITY OF SANTA FE

METROPOLITAN REDEVELOPMENT AGENCY

For Updates and Information:

Carly Venditti, Asset Development Manager
cavenditti@santafenm.gov

City MRA Website:
www.https://santafenm.gov/community-development/midtown-district-santa-fe/the-midtown-district-santa-fe

SANTA FE NEW MEXICAN

150 Washington Ave., Ste 105
Mail Payments To:
PO Box 2048
Santa Fe, NM 87504
Phone: 505-983-3303
FAX: 505-984-1785

Ad Proof/ Order Confirmation/ Receipt Invoice

CITY OF SANTA FE-MAIN
PO Box 909
Santa Fe NM, 87504-0909

505-955-6131

Tagline:	LEGAL #93713		
Account Number:	S2460		
Ad ID:	93438		
		Sales Rep:	Alejandra Molina
Ordered By:	Geralyn F. Cardenas	**Order Taken By:**	Alejandra Molina
Ad Cost:	$149.20		
Tax Amount:	$12.21	**Payment**	$0.00
Total Amount:	$161.41	**Tagline:**	LEGAL #93713
Amount Due:	$161.41		
PO Number:	City Clerk		
Payment:	$0.00		
Major Class:	LEGALS	**Product:**	
Classification:	Legals	**Placement:**	
		Ad Size:	1.22" x 8.330"
Ad Type	Legal (wrapper)	**Modular Size:**	
# of Words	207	**Color:**	

Run Dates:

04/01/25, 04/08/25

LEGAL #93713

CITY OF SANTA FE

NOTICE OF PUBLIC HEARING

Notice is hereby given that the Governing Body of the City of Santa Fe will hold a public hearing at their regular Governing Body Meeting at 7:00 p.m. on Wednesday, April 30, 2025, in the City Council Chambers, 200 Lincoln Avenue, Santa Fe, New Mexico 87501.

The purpose of the public hearing will be to consider the following:

RESOLUTION NO. 2025-TBD. A Resolution Making a Finding of Necessity and Designating an Area Comprised of a Majority of the Midtown Local Innovation Corridor Overlay District as a Metropolitan Redevelopment Area.

This resolution is available in its entirety on the City's web site http://www.santafenm.gov (click on Departments/City Attorney/Legislative Services) or upon request and payment of a reasonable charge, in the City Clerk's Office, City Hall, 200 Lincoln Avenue, from 8:00 a.m. to 5:00 p.m., Monday through Friday.

Interested parties may view the meeting on the City's YouTube Channel: https://www.youtube.com/user/cityofsantafe. An agenda with complete information about meeting attendance and instructions to provide live public comment will be posted on the City's website no later than seventy-two (72) hours before the meeting: https://santafenm.portal.civicclerk.com/.

The Governing Body shall review and consider all public input prior to taking action.

Apr 1, 8, 2025

CITY OF SANTA FE
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The Governing Body shall review and consider all public input prior to taking action.

ANDREA SALAZAR (Mar , 2025 09:48 MDT)

Andréa Salazar,
City Clerk/Director of Community Engagement

Received by the New Mexican

Date: March 27, 2025

To Be Published: **April 1, 2025 and April 8, 2025**

By: _____
The New Mexican (Signature)

CITY OF SANTA FE, NEW MEXICO
PROPOSED AMENDMENT(S) TO RESOLUTION NO. 2025-__
Midtown Metropolitan Redevelopment Area

Mayor and Members of the City Council:

In relation to Resolution No. 2025-__:

A RESOLUTION
MAKING A FINDING OF NECESSITY AND DESIGNATING AN AREA COMPRISED OF A MAJORITY OF THE MIDTOWN LOCAL INNOVATION CORRIDOR OVERLAY DISTRICT AS A METROPOLITAN REDEVELOPMENT AREA.

I intend to propose the following amendment(s)

1. On page 1, line 13, after "district", ***insert*** **"AND GENERAL FRANKLIN E. MILES PARK"**.

2. On page 2, line 23, after "LINC", ***insert*** ";and".

3. On page 2, line 24, ***insert*** the following language new paragraphs:

   WHEREAS, General Franklin E. Miles Park , recorded in instrument number 622,332, Book 173, Page 27, filed on May 14, 1987, of the Santa Fe County Clerk ("Franklin Miles Park"), is adjacent to the LINC; and

   WHEREAS, Franklin Miles Park has irrigation infrastructure that is over thirty years old and past its life expectancy; ballfield light poles that have either already been removed due to deteriorating infrastructure or will need to be removed in the future due to deteriorating infrastructure; chronic presence of drug paraphernalia (such as syringes) left by drug users; and rodent damage to concession stands, restrooms, wiring, and irrigation; and

   WHEREAS, Franklin Miles Park's conditions are consistent with the definition of "blight" established in SFCC 1987, Section 7-2.3; and

   WHEREAS, the *Midtown Metropolitan Development Plan: Designation Report* notes on page 15 that the "absence of high-quality parks, plazas, and gathering places discourages pedestrian activity and limits opportunities for community engagement" and rehabilitating the park would help address this concern.

4. On page 3, line 3, ***insert*** the following new paragraph:

   BE IT FURTHER RESOLVED that a blighted area exists in Franklin Miles Park, depicted on in the southwest corner of Attachment B, and which is adjacent to the LINC, and the rehabilitation, conservation and redevelopment of the park is necessary and is in the interest of the public health, safety, and welfare of the residents of the City of Santa Fe.

5. On page 3, line 4, after "Multi-Unit Residential Property," ***insert*** "and Franklin Miles Park" and ***replace*** "is" with "are".

6. ***Replace*** Attachment B, which is the last page of the resolution, ***with*** the attached map, revised to include the Governor Franklin E. Miles Park.

This amendment WILL change the caption. __X___

This amendment WILL NOT change the caption. ____

Respectfully submitted,

Michael Garcia

Councilor Michael Garcia

Approved as to Form:

Erin McSherry

Erin McSherry (Apr 30, 2025 16:49 MDT)

Erin K. McSherry, City Attorney

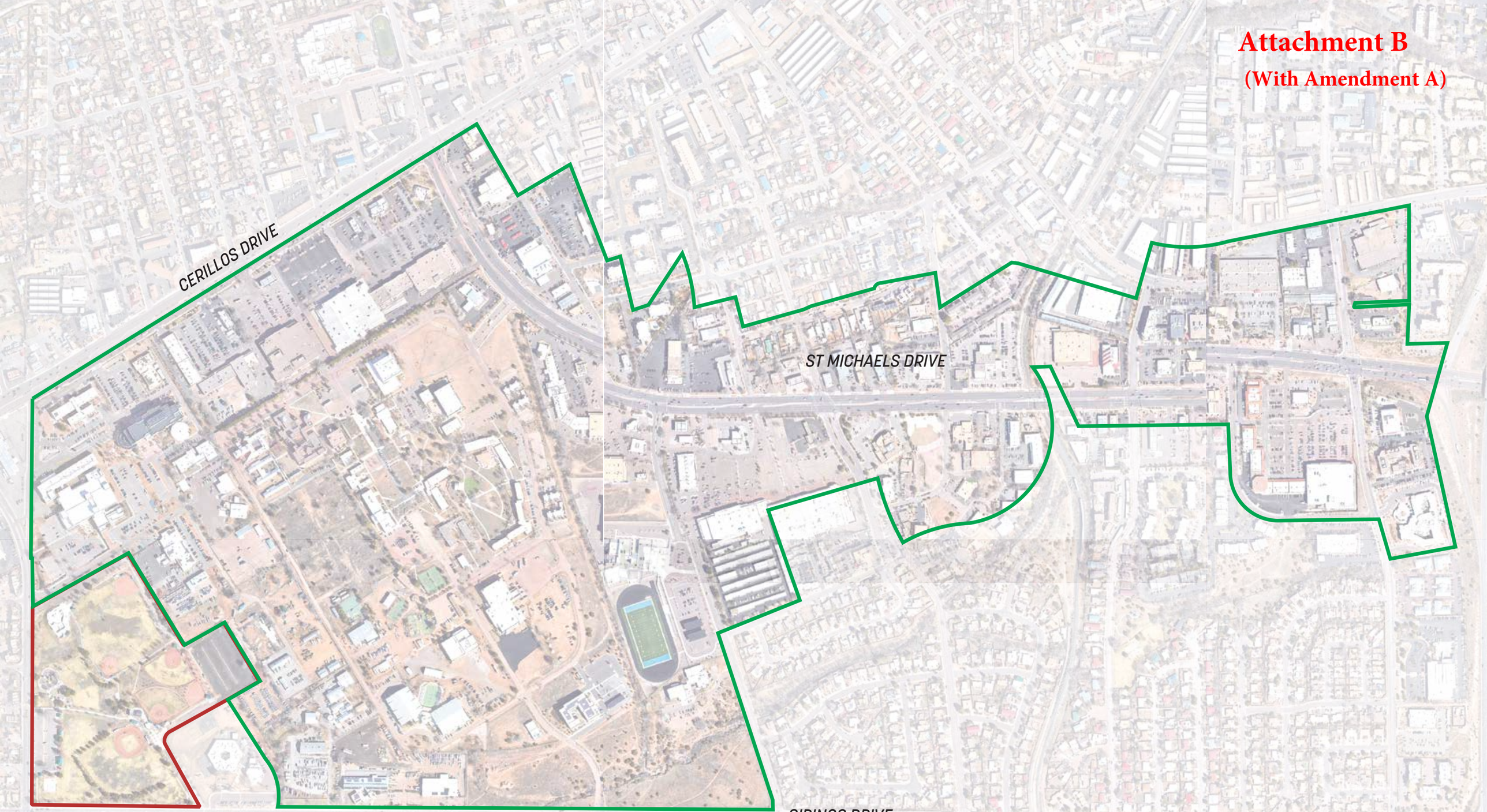
ADOPTED: _____
NOT ADOPTED: _____
DATE: _____

_____
ANDRÉA SALAZAR, City Clerk

10662.1(A)

Attachment B

(With Amendment A)



Amendment A - Midtown Metropolitan Redevelopment Area Designation

Final Audit Report 2025-04-30

Created:	2025-04-30
By:	Marci Eannarino (maeannarino@santafenm.gov)
Status:	Signed
Transaction ID:	CBJCHBCAABAATc_e5_UahBXEVKKIn70VX406BzF40ntT

"Amendment A - Midtown Metropolitan Redevelopment Area De signation" History

Document created by Marci Eannarino (maeannarino@santafenm.gov)
2025-04-30 - 10:37:26 PM GMT- IP address: 63.232.20.2

Document emailed to Erin McSherry (ekmcsherry@santafenm.gov) for signature
2025-04-30 - 10:38:01 PM GMT

Email viewed by Erin McSherry (ekmcsherry@santafenm.gov)
2025-04-30 - 10:46:47 PM GMT- IP address: 104.47.64.254

Document e-signed by Erin McSherry (ekmcsherry@santafenm.gov)
Signature Date: 2025-04-30 - 10:49:25 PM GMT - Time Source: server- IP address: 63.232.20.2

Document emailed to mjgarcia@santafenm.gov for signature
2025-04-30 - 10:49:27 PM GMT

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2025-04-30 - 11:05:32 PM GMT- IP address: 174.240.20.129

Signer mjgarcia@santafenm.gov entered name at signing as Michael Garcia
2025-04-30 - 11:06:16 PM GMT- IP address: 174.240.20.129

Document e-signed by Michael Garcia (mjgarcia@santafenm.gov)
Signature Date: 2025-04-30 - 11:06:18 PM GMT - Time Source: server- IP address: 174.240.20.129

Agreement completed.
2025-04-30 - 11:06:18 PM GMT

Powered by Adobe Acrobat Sign

CITY OF SANTA FE, NEW MEXICO

RESOLUTION NO. 2025-__

INTRODUCED BY:

Mayor Alan Webber

Councilor Jamie Cassutt

Councilor Amanda Chavez

RED – AMENDMENT A – Councilor Michael Garcia

A RESOLUTION

MAKING A FINDING OF NECESSITY AND DESIGNATING AN AREA COMPRISED OF A MAJORITY OF THE MIDTOWN LOCAL INNOVATION CORRIDOR OVERLAY DISTRICT AND GENERAL FRANKLIN E. MILES PARK AS A METROPOLITAN REDEVELOPMENT AREA.

WHEREAS, the New Mexico Legislature adopted a Metropolitan Redevelopment Code to, among other things, provide strategies for municipalities to finance redevelopment projects; and

WHEREAS, SFCC 1987, Section 7-2.3 provides that the City of Santa Fe ("City") can declare and designate a metropolitan development area as "appropriate for a metropolitan development project"; and

WHEREAS, SFCC 1987, Section 7-2.8**,** provides that, in order to designate an area as a metropolitan redevelopment area, the City must first adopt a resolution establishing the following two criteria: 1) the area is either a slum or blighted; and 2) rehabilitation, conservation, slum clearance, redevelopment or development, or a combination thereof in the area is necessary in the interest of the public health, safety, morals, or welfare of the residents of the city; and

WHEREAS, the Midtown Local Innovation Corridor Overlay District (the "LINC")

consists of diverse tracts of land which, according to a study commissioned by the City, the *Midtown Metropolitan Development Plan: Designation Report,* Attachment A, is characterized by deteriorated or deteriorating structures, defective or inadequate street layout, faulty lot layout, deterioration of sites or other implements, a lack of adequate housing facilities, obsolete or impractical platting, and a significant number of vacant or struggling commercial businesses, all of which are inconsistent with the described goals in SFCC 1987, Section 14-1.3 of the land-use code, to "create conditions favorable to the health, safety, convenience, prosperity and general welfare of the residents of Santa Fe by coordinating streets within proposed subdivisions with existing or planned streets or other features of the general plan; providing parks and trails; providing sewer, water and other infrastructure; providing adequate open space for traffic, recreation, drainage, light and air; and providing for the appropriate distribution of population and traffic"; and

WHEREAS, the LINC lies within two designated census tracts, 11.03 and 10.02, which as defined in 26 USCA § 1400Z–1, are "qualified opportunity zones": distressed areas, identified by the federal government as needing targeted investment in economic development; and

WHEREAS, the purpose of identifying opportunity zones was to spur economic development and job creation in distressed communities by providing tax benefits to investors; and

WHEREAS, the economically challenging conditions in these census tracts have impaired the sound growth, development, and economic well-being of the City, creating an economic and social burden detrimental to the public health, safety, and welfare of the City; and

WHEREAS, the LINC includes a multi-unit residential property, more specifically described as the area covered by Lot 3B1**,** as recorded in instrument number 1171143, Book 482, Page 35, of the Santa Fe County Clerk ("Multi-Unit Residential Property"); and

WHEREAS, as the only residential property in the LINC, the Multi-Unit Residential Property's interests and needs are distinct from the rest of the LINC; and

WHEREAS, General Franklin E. Miles Park, recorded in instrument number 622,332,

Book 173, Page 27, filed on May 14, 1987, of the Santa Fe County Clerk ("Franklin Miles Park"), is adjacent to the LINC ; and

WHEREAS, Franklin Miles Park has irrigation infrastructure that is over thirty years old and past its life expectancy; ballfield light poles that have either already been removed due to deteriorating infrastructure or will need to be removed in the future due to deteriorating infrastructure; chronic presence of drug paraphernalia (such as syringes) left by drug users; and rodent damage to concession stands, restrooms, wiring, and irrigation; and

WHEREAS, Franklin Miles Park's conditions are consistent with the definition of "blight" established in SFCC 1987, Section 7-2.3; and

WHEREAS, the *Midtown Metropolitan Development Plan: Designation Report* notes on page 15 that the "absence of high-quality parks, plazas, and gathering places discourages pedestrian activity and limits opportunities for community engagement" and rehabilitating the park would help address this concern.

NOW, THEREFORE, BE IT RESOLVED THAT THE GOVERNING BODY OF THE CITY OF SANTA FE finds that a blighted area exists in the LINC, depicted in Attachment B, and the rehabilitation, conservation, and redevelopment of the area is necessary and is in the interest of the public health, safety, and welfare of the residents of the City of Santa Fe.

BE IT FURTHER RESOLVED that a blighted area exists in Franklin Miles Park, depicted on in the southwest corner of Attachment B, and which is adjacent to the LINC, and the rehabilitation, conservation and redevelopment of the park is necessary and is in the interest of the public health, safety, and welfare of the residents of the City of Santa Fe.

BE IT FURTHER RESOLVED that the area within the LINC, defined by SFCC 1987, Section 14-5.5D (2), other than the Multi-Unit Residential Property and Franklin Miles Park, ~~is~~ are designated a Metropolitan Redevelopment Area, pursuant to SFCC 1987, Section 7-2.8, and NMSA 1978, Section 3-60A-8.

PASSED, APPROVED, and ADOPTED this _____day of _____, 2025.

_____

ALAN WEBBER, MAYOR

ATTEST:

_____

ANDRÉA SALAZAR, CITY CLERK

APPROVED AS TO FORM:

_____

ERIN K. McSHERRY, CITY ATTORNEY

Legislation/2025/Resolutions/Midtown Redevelopment Area Designation

CITY OF SANTA FE

Memorandum

Date: March 2, 2025

To: Governing Body and Quality of Life Committee

From: Andréa Salazar, City Clerk AS

RE: Updating the Permit Requirement on Alcohol Approval Resolution Nos. 2025-16 and 2025-23

SUMMARY:

In order to serve alcohol on City properties not specifically mentioned in SFCC 1987, Section 23-6.2(A), the ordinance requires the Governing Body to approve a resolution that specifies the event, date, hours, location, number of expected attendees, type of alcohol to be served, required permits, and insurance, at least thirty (30) days prior to the event.

Resolutions 2025-16 and 2025-23 authorized the sale and consumption of alcohol in Railyard Park for the Railyard Movies in the Park event series and in the Railyard Plaza for the Railyard Plaza Summer Scene Concerts event series, respectively. The resolutions both identified the permit type as a "Special Dispenser Permit" when it should have been a "Public Celebration Permit". The proposed resolution would correct the named required permits from a Special Dispenser Permit to a Public Celebration Permit.

ATTACHMENTS:

Resolution
FIR

CITY OF SANTA FE, NEW MEXICO

RESOLUTION NO. 2025-__

INTRODUCED BY:

Councilor Lindell

A RESOLUTION

CORRECTING THE REQUIRED PERMIT NAMED FOR RESOLUTIONS 2025-16, REGARDING THE MOVIES IN THE PARK EVENT SERIES; AND 2025-23, REGARDING THE SUMMER SCENE CONCERT EVENT SERIES, CHANGING EACH FROM A SPECIAL DISPENSER PERMIT TO A PUBLIC CELEBRATION PERMIT.

WHEREAS, SFCC 1987, Section 23-6.2 governs the consumption of alcohol on City Property; and

WHEREAS, in instances of serving alcohol on City properties not specifically mentioned in SFCC 1987, Section 23-6.2(A), the ordinance requires the Governing Body to approve a resolution that specifies the event, date, hours, location, number of expected attendees, type of alcohol to be served, required permits, and insurance, at least thirty (30) days prior to the event; and

WHEREAS, SFCC 1987, Section 23-6.3(3)(a), requires that the alcohol provider obtain the required permit(s), which shall be approved by the state of New Mexico and the City of Santa Fe; and

WHEREAS, Resolutions 2025-16 and 2025-23 each authorized the sale and consumption of alcohol in the Railyard—Resolution 2025-16 in the Railyard Park for the Movies in the Park event series and Resolution 2025-25 in the Railyard Plaza for the Summer Scene Concerts event series; and

WHEREAS, the required permit listed in Resolution 2025-16 and in 2025-23 is a Special Dispenser Permit; and

WHEREAS, a Public Celebration Permit is required for both the Railyard Movies in the Park and the Railyard Plaza Summer Scene Concerts event series.

NOW, THEREFORE, BE IT RESOLVED BY THE GOVERNING BODY OF THE CITY OF SANTA FE that the required permit for the events approved for serving alcohol in Resolution 2025-16 and 2025-23, respectively, shall be a Public Celebration Permit rather than a Special Dispenser Permit.

PASSED, APPROVED, and ADOPTED this _____day of _____, 2025.

_____

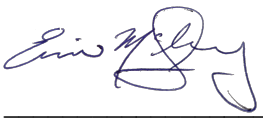
ALAN WEBBER, MAYOR

ATTEST:

_____

ANDRÉA SALAZAR, CITY CLERK

APPROVED AS TO FORM:



_____

ERIN K. McSHERRY, CITY ATTORNEY

Legislation/2025/Resolutions/Updating the Required Permit for Resolution Nos. 2025-16 and 2025-23

FIR No. 10670.1

FISCAL IMPACT REPORT

General Information:

(Check) **Bill:** _____ **Resolution:** X

Short Title(s): Updating the Permit Requirements on Alcohol Approval Resolution Nos. 2025-16 and 2025-23

Sponsor(s): Councilor Signe Lindell

Reviewing Department(s): City Clerk's Office

Staff Completing FIR: Andréa Salazar, City Clerk **Date:** 4/2/2025 **Phone:** _____

Reviewed by City Attorney: _____ **Date:** Apr 4, 2025

Reviewed by Finance Director: Emily K. Oster **Date:** Apr 4, 2025

Summary:
The proposed resolution would correct the required permit for the Railyard Movies in the Park event series and in the Railyard Plaza for the Railyard Plaza Summer Scene Concerts event series, approved for alcohol service on City of Santa Fe ("City") property, respectively, in Resolutions 2025-16 and 2025-23. SFCC 1987, Section 23-6.3(3)(a), requires that the resolution approving alcohol service on City property name the required permit(s) that are approved by the state of New Mexico and the City. The required permit for the Railyard Movies in the Park event series and the Railyard Plaza Summer Scene Concerts event series is a Public Celebration Permit and the original approvals stated that the events would get special dispenser permits.

Departments Affected:
City Clerk's Office

Consequences of Not Enacting Legislation:
If this legislation is not adopted, then the required permit listed in Resolution Nos. 2025-16 and 2025-23 will be incorrect.

Conflict, Duplication, Companionship, or Relationship to Other Legislation:
The proposed resolution corrects the required permit that is listed in Resolution Nos. 2025-16 and 2025-23.

Performance and Administrative Implications:
None.

Fiscal Implications:
None.

Fiscal Impact

_____X_____ Check here if no fiscal impact

Expenditures

Expenditure Type	FYE 2025	FYE 2026	FYE 2027	Require BAR (Y/N)	Recurring (R) or Non-recurring (NR)	Fund	3-Year Total Cost
Personnel and Benefits*	$	$	$				
Capital Outlay	$	$	$				
Contractual/ Professional Services	$	$	$				
Operating	$	$	$				$
Total:	$	$	$				$

Expenditure Narrative:

Revenue

Revenue Type	FYE 2025	FYE 2026	FYE 2027	Recurring (R) or Non-recurring (NR)	Fund
General Fund	$	$	$		
Special Revenue	$	$	$		
CIP	$	$	$		
Enterprise	$	$	$		
Internal Service	$	$	$		
Trust and Agency	$	$	$		
Federal	$	$	$		
Other	$	$	$		
Total	$	$	$		

Revenue Narrative:

Signature: 
ANDREA SALAZAR (Apr 2, 2025 11:37 MDT)

Email: asalazar@santafenm.gov

CITY OF SANTA FE

Memorandum

Date: February 6, 2025

To: Governing Body and Quality of Life Committee

From: Marci Eannarino, Legislation and Policy Innovation Manager ME

Via: Erin K. McSherry, City Attorney EM

RE: Immigration Committee Purpose and Membership

EXECUTIVE SUMMARY:

The proposed resolution would update the purpose, duties and responsibilities, and membership, for the Immigration Committee. The update would specify that a city councilor, appointed by the Mayor, would sit as chair of the Committee.

If this resolution is adopted as it is proposed, the Immigration Committee will become the seventh advisory body with a city councilor serving as chair. The following advisory bodies have city councilors as chairs: Airport Advisory Board, Bicycle and Pedestrian Advisory Committee, Economic Development Advisory Committee, Community Development Commission, Public Safety Committee, and Santa Fe Water Conservation Committee. The City has more than forty advisory bodies.

BACKGROUND:

On January 13th, 1999, the Governing Body adopted Resolution No. 1999-6, which established the Immigration Taskforce and declared a policy of non-discrimination on the basis of a person's national origin. On January 16, 2002, the Governing Body adopted Resolution No. 2002-3, which renamed the Immigration Taskforce, changing it to the "Immigration Committee". Resolution No. 2002-58 then decreased the number of members on the committee from fifteen to nine members, marking the last time the rules and procedures have been revised.

ATTACHMENTS:

Resolution
FIR

CITY OF SANTA FE, NEW MEXICO

RESOLUTION NO. 2025-__

INTRODUCED BY:

Councilor Alma Castro

Councilor Signe Lindell

Councilor Michael Garcia

A RESOLUTION

AMENDING THE IMMIGRATION COMMITTEE'S PURPOSE AND MEMBERSHIP.

WHEREAS, on January 13, 1999, the Governing Body adopted Resolution No. 1999-6 declaring a policy of non-discrimination on the basis of a person's national origin and appointing an immigration taskforce; and

WHEREAS, on January 16, 2002, the Governing Body adopted Resolution No. 2002-3, which renamed the Immigration Taskforce the "Immigration Committee"; and

WHEREAS, on October 9, 2002, the Governing Body adopted Resolution No. 2002-58, which decreased the number of members on the Immigration Committee from fifteen to nine members; and

WHEREAS, on October 8, 2014, the Governing Body adopted Resolution No. 2014-82, declaring its "continuous" support for immigrant issues in Santa Fe, the state of New Mexico, and throughout the United States; and

WHEREAS, the Governing Body continues to support the policy of non-discrimination established by Resolution No. 1999-6; and

WHEREAS, the City's Charter, Article II, Section 2.02, "Human and Civil Rights", states

that the City holds human and civil rights as inviolate and states that these rights "shall not be diminished or otherwise infringed" regardless of "ethnicity, race, age, religion, creed, color, national origin, ancestry, sex, gender, sexual orientation, physical or mental disability, medical condition or citizenship status"; and

WHEREAS, the purposes and membership of the Immigration Committee have not changed since the Governing Body's resolution in 2002; and

WHEREAS, the Governing Body wishes to amend the Committee's purposes and membership as is shown below:

Section 1. NAME: The committee shall be called the Immigration Committee.

Section 2. PURPOSE: [~~The committee shall monitor the human rights status of non-citizens residing in the city of Santa Fe and report its findings and recommendations to the governing body~~] The purpose of the Immigration Committee is to advise the City about policies and actions that would preserve and promote humane treatment and equal protection for immigrants and immigrant populations in Santa Fe consistent with the City's Charter, Section 2.02 "Human and civil rights".

Section 3. DUTIES AND RESPONSIBILITIES: The committee shall [~~meet as necessary to accomplish its purpose and shall follow adopted city policy and procedures~~] perform the following duties and responsibilities:

(a) Monitor the human rights status of immigrant populations residing in the city of Santa Fe.

(b) Advise the City regarding policies, programs, and legislation as they relate to immigrants and immigrant populations in Santa Fe.

(c) Collaborate with other agencies and/or groups, such as, but not limited to, county/state/federal agencies, labor organizations, religious groups, healthcare and educational institutions, and non-profits,, to respond to share resources and

information with one another and with the community, and participate in any other collaborative activities, as are consistent with the purpose of the committee, as needed, to support the purposes of the committee.

Section 4. MEMBERSHIP AND OFFICERS: The committee [~~membership~~] shall consist of a City councilor, who shall also serve as its chair, along with nine representatives residing in the county of Santa Fe and selected from the following areas: human rights, social services, business community, health care, labor organizations, religious community, youth services providers, women's advocacy groups, educators, and legal services. More than one member may represent one of the areas and one member may represent multiple areas. Not all areas need to be represented. The members shall be appointed by the mayor with the [~~approval~~] consent of the governing body. The [~~chairperson shall be appointed by the mayor and the~~] committee shall designate the vice-chairperson [~~shall be designated by the committee~~].

Section 5. TERMS: The members shall serve for a period of two years. The committee members shall serve at the pleasure of the mayor and may be removed at any time, with or without cause.

Section 6. STAFF LIAISON: The city manager shall designate [~~the intercultural affairs planner~~] a staff member from the Office of Equity and Inclusion or other city staff member as liaison to the committee.

NOW, THEREFORE, BE IT RESOLVED BY THE GOVERNING BODY OF THE CITY OF SANTA FE that the amended rules and procedures shall read as follows:

Section 1. The Committee shall be called the Immigration Committee.

Section 2. PURPOSE: The purpose of the Immigration Committee is to advise the City about policies and actions that would preserve and promote humane treatment and equal protection for immigrants and immigrant populations in Santa Fe consistent with the City's Charter,

Section 2.02, “Human and civil rights”.

Section 3. DUTIES AND RESPONSIBILITIES: The committee shall preform the following duties and responsibilities:

(a) Monitor the human rights status of immigrant populations residing in the city of Santa Fe.

(b) Advise the City regarding policies, programs, and legislation as they relate to immigrants and immigrant populations in Santa Fe.

(c) Collaborate with other agencies and/or groups, such as, but not limited to, county/state/federal agencies, labor organizations, religious groups, healthcare and educational institutions, and non-profits, to share resources and information with one another and with the community, and participate in any other collaborative activities, as are consistent with the purpose of the committee, as needed, to support the purposes of the committee.

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Section 5. TERMS: The members shall serve for a period of two years. The committee members shall serve at the pleasure of the mayor and may be removed at any time, with or without cause.

Section 6. STAFF LIAISON: The city manager shall designate a staff member from

the Office of Equity and Inclusion or other city staff member as staff liaison to the committee.

BE IT FURTHER RESOLVED the committee shall continue to follow the City's procedural rules for Committees in carrying out its duties.

PASSED, APPROVED, and ADOPTED this _____day of _____, 2025.

_____

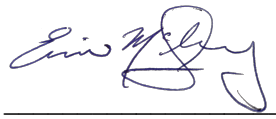
ALAN WEBBER, MAYOR

ATTEST:

_____

ANDRÉA SALAZAR, CITY CLERK

APPROVED AS TO FORM:



_____

ERIN K. McSHERRY, CITY ATTORNEY

Legislation/2025/Resolutions/Amending Immigration Committee

FIR No. 10653.1

FISCAL IMPACT REPORT

General Information:

(Check) **Bill:** _____ **Resolution:** X

Short Title(s): Immigration Committee Purpose and Membership

Sponsor(s): Councilor Alma Castro, Councilor Signe Lindell, and Councilor Michael Garcia

Reviewing Department(s): City Clerk's Office

Staff Completing FIR: Marci Eannarino, Legislation and Policy Innovation Manager
Date: 02/06/2025 **Phone:** (505) 955-6518

Reviewed by City Attorney: _____ **Date:** Apr 4, 2025

Reviewed by Finance Director: Emily K. Oster **Date:** Apr 4, 2025

Summary:
The proposed resolution would change the Immigration Committee's purpose, duties and responsibilities, and membership. A City Councilor, appointed by the Mayor, would serve as chair of the Committee.

Departments Affected:
This resolution specifies that a staff member from the Office of Equity and Inclusion or other staff member will act as Committee Liaison.

Consequences of Not Enacting Legislation:
If this legislation is not adopted, then the Immigration Committee's purpose, duties and responsibilities, and membership will not be changed, and a City Councilor will not serve as chair to the Immigration Committee.

Conflict, Duplication, Companionship, or Relationship to Other Legislation:
There are three resolutions germane to the Immigration Committee: Resolutions Nos. 1999-6, 2002-3, and 2002-58. Resolution No. 1999-6 declared a policy of non-discrimination on the basis of a person's national origin and appointed an immigration taskforce. Resolution No. 2002-3 renamed the Immigration Taskforce the "Immigration Committee", and Resolution No. 2002-58 decreased the number of members on the Immigration Committee from fifteen to nine members.

Performance and Administrative Implications:
The Resolution would not have new administrative implications. The City Manager already assigns staff liaisons for committees.

Fiscal Implications:
None.

Fiscal Impact

_____X_____ Check here if no fiscal impact

Expenditures

Expenditure Type	FYE 2025	FYE 2026	FYE 2027	Require BAR (Y/N)	Recurring (R) or Non-recurring (NR)	Fund	3-Year Total Cost
Personnel and Benefits*	$	$	$				
Capital Outlay	$	$	$				
Contractual/ Professional Services	$	$	$				
Operating	$	$	$				$
Total:	$	$	$				$

Expenditure Narrative:

Revenue

Revenue Type	FYE 2025	FYE 2026	FYE 2027	Recurring (R) or Non-recurring (NR)	Fund
General Fund	$	$	$		
Special Revenue	$	$	$		
CIP	$	$	$		
Enterprise	$	$	$		
Internal Service	$	$	$		
Trust and Agency	$	$	$		
Federal	$	$	$		
Other	$	$	$		
Total	$	$	$		

Revenue Narrative:

Signature: *Marci Annarino*

Email: maeannarino@santafenm.gov

CITY OF SANTA FE, NEW MEXICO
PROPOSED AMENDMENT(S) TO RESOLUTION NO. 2025-__
Amending Immigration Committee

Mayor and Members of the City Council:

In relation to Resolution No. 2025-__:

AMENDING THE IMMIGRATION COMMITTEE'S PURPOSE AND MEMBERSHIP.

I intend to propose the following amendment(s)

1. On page 3, line 5, ***replace*** "its chair" with "a non-voting member".
2. On page 3, line 12, ***restore*** "The chairperson shall be appointed by the mayor, and".
3. On page 4, line 15, ***replace*** "its chair" with "a non-voting member".
4. On page 4, line 20, ***insert*** "The chairperson shall be appointed by the mayor, and", and before "committee", ***lowercase*** the "t" in "The", making it "the".

This amendment WILL change the caption. _____

This amendment WILL NOT change the caption. ___X__

Respectfully submitted,

Michael Garcia, Councilor

Approved as to Form:

Erin K. McSherry, City Attorney

ADOPTED: _____
NOT ADOPTED: _____
DATE: _____

_____
ANDRÉA SALAZAR, City Clerk

10653.1(A)

CITY OF SANTA FE, NEW MEXICO

RESOLUTION NO. 2025-__

INTRODUCED BY:

Councilor Alma Castro

Councilor Signe Lindell

Councilor Michael Garcia

RED – AMENDMENT A – Councilor Michael Garcia

A RESOLUTION

AMENDING THE IMMIGRATION COMMITTEE'S PURPOSE AND MEMBERSHIP.

WHEREAS, on January 13, 1999, the Governing Body adopted Resolution No. 1999-6 declaring a policy of non-discrimination on the basis of a person's national origin and appointing an immigration taskforce; and

WHEREAS, on January 16, 2002, the Governing Body adopted Resolution No. 2002-3, which renamed the Immigration Taskforce the "Immigration Committee"; and

WHEREAS, on October 9, 2002, the Governing Body adopted Resolution No. 2002-58, which decreased the number of members on the Immigration Committee from fifteen to nine members; and

WHEREAS, on October 8, 2014, the Governing Body adopted Resolution No. 2014-82, declaring its "continuous" support for immigrant issues in Santa Fe, the state of New Mexico, and throughout the United States; and

WHEREAS, the Governing Body continues to support the policy of non-discrimination established by Resolution No. 1999-6; and

WHEREAS, the City's Charter, Article II, Section 2.02, "Human and Civil Rights", states that the City holds human and civil rights as inviolate and states that these rights "shall not be

diminished or otherwise infringed" regardless of "ethnicity, race, age, religion, creed, color, national origin, ancestry, sex, gender, sexual orientation, physical or mental disability, medical condition or citizenship status"; and

WHEREAS, the purposes and membership of the Immigration Committee have not changed since the Governing Body's resolution in 2002; and

WHEREAS, the Governing Body wishes to amend the Committee's purposes and membership as is shown below:

Section 1. NAME: The committee shall be called the Immigration Committee.

Section 2. PURPOSE: [~~The committee shall monitor the human rights status of non-citizens residing in the city of Santa Fe and report its findings and recommendations to the governing body~~] The purpose of the Immigration Committee is to advise the City about policies and actions that would preserve and promote humane treatment and equal protection for immigrants and immigrant populations in Santa Fe consistent with the City's Charter, Section 2.02 "Human and civil rights".

Section 3. DUTIES AND RESPONSIBILITIES: The committee shall [~~meet as necessary to accomplish its purpose and shall follow adopted city policy and procedures~~] perform the following duties and responsibilities:

(a) Monitor the human rights status of immigrant populations residing in the city of Santa Fe.

(b) Advise the City regarding policies, programs, and legislation as they relate to immigrants and immigrant populations in Santa Fe.

(c) Collaborate with other agencies and/or groups, such as, but not limited to, county/state/federal agencies, labor organizations, religious groups, healthcare and educational institutions, and non-profits, to share resources and information with one another and with the community, and participate in any other

collaborative activities, as are consistent with the purpose of the committee, as needed, to support the purposes of the committee.

Section 4. MEMBERSHIP AND OFFICERS: The committee [~~membership~~] shall consist of a City councilor, who shall also serve as ~~its chair~~ a non-voting member, along with nine representatives residing in the county of Santa Fe and selected from the following areas: human rights, social services, business community, health care, labor organizations, religious community, youth services providers, women's advocacy groups, educators, and legal services. More than one member may represent one of the areas and one member may represent multiple areas. Not all areas need to be represented. The members shall be appointed by the mayor with the [~~approval~~] consent of the governing body. The chairperson shall be appointed by the mayor, and the committee shall designate the vice-chairperson [~~shall be designated by the committee~~].

Section 5. TERMS: The members shall serve for a period of two years. The committee members shall serve at the pleasure of the mayor and may be removed at any time, with or without cause.

Section 6. STAFF LIAISON: The city manager shall designate [~~the intercultural affairs planner~~] a staff member from the Office of Equity and Inclusion or other city staff member as liaison to the committee.

NOW, THEREFORE, BE IT RESOLVED BY THE GOVERNING BODY OF THE CITY OF SANTA FE that the amended rules and procedures shall read as follows:

Section 1. The Committee shall be called the Immigration Committee.

Section 2. PURPOSE: The purpose of the Immigration Committee is to advise the City about policies and actions that would preserve and promote humane treatment and equal protection for immigrants and immigrant populations in Santa Fe consistent with the City's Charter, Section 2.02, "Human and civil rights".

Section 3. DUTIES AND RESPONSIBILITIES: The committee shall preform the following duties and responsibilities:

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(b) Advise the City regarding policies, programs, and legislation as they relate to immigrants and immigrant populations in Santa Fe.

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Section 4. MEMBERSHIP AND OFFICERS: The committee shall consist of a City Councilor, who shall also serve as ~~its chair~~ a non-voting member, along with nine representatives residing in the county of Santa Fe and selected from the following areas: human rights, social services, business community, health care, labor organizations, religious community, youth services providers, women's advocacy groups, educators, and legal services. More than one member may represent one of the areas and one member may represent multiple areas. Not all areas need to be represented. The members shall be appointed by the mayor with the consent of the governing body. The chairperson shall be appointed by the mayor, and ~~T~~the committee shall designate the vice-chairperson.

Section 5. TERMS: The members shall serve for a period of two years. The committee members shall serve at the pleasure of the mayor and may be removed at any time, with or without cause.

Section 6. STAFF LIAISON: The city manager shall designate a staff member from

the Office of Equity and Inclusion or other city staff member as staff liaison to the committee.

BE IT FURTHER RESOLVED the committee shall continue to follow the City's procedural rules for Committees in carrying out its duties.

PASSED, APPROVED, and ADOPTED this _____day of _____, 2025.

_____

ALAN WEBBER, MAYOR

ATTEST:

_____

ANDRÉA SALAZAR, CITY CLERK

APPROVED AS TO FORM:

_____

ERIN K. McSHERRY, CITY ATTORNEY

Legislation/2025/Resolutions/Amending Immigration Committee

CITY OF SANTA FE, NEW MEXICO
PROPOSED AMENDMENT(S) TO RESOLUTION NO. 2025-__
Amending Immigration Committee

Mayor and Members of the City Council:

In relation to Resolution No. 2025-__:

AMENDING THE IMMIGRATION COMMITTEE'S PURPOSE AND MEMBERSHIP.

I intend to propose the following amendment(s)

1. On page 2, line 13, ***replace*** "humane treatment" with "inclusive policies, equal opportunity,".
2. On page 2, line 25, ***insert*** "immigrant rights groups," after "educational institutions," and ***delete*** the extra comma after "non-profits".
3. On page 3, line 5, ***delete*** "a City councilor, who shall also serve as its chair, along with".
4. On page 3, lines 9 and 10, ***delete*** "More than one member may represent one of the areas and one member may represent multiple areas. Not all areas need to be represented."
5. On page 3, line 12, after "[~~chairperson shall be appointed by the mayor~~]", ***insert*** "mayor shall appoint the chairperson, and the".
6. On page 3, line 19, ***replace*** "a staff member from the Office of Equity and Inclusion or other city staff member as" with "one or more City staff members, as appropriate, to be"
7. On page 3, line 24, ***replace*** "humane treatment" with "inclusive policies, equal opportunity,"
8. On page 4, line 10, ***insert*** "immigrant rights groups," after "educational institutions,".
9. On page 4, line 15, ***delete "***a City councilor, who shall also serve as its chair, along with".
10. On page 4, lines 18 and 19, ***delete*** "More than one member may represent one of the areas and one member may represent multiple areas. Not all areas need to be represented."
11. On page 4, line 21, ***insert*** "mayor shall appoint the chairperson and the" before "committee".
12. On page 4, line 25 and page 5, line 1, ***delete*** "a staff member from the Office of Equity and Inclusion or other city staff member as staff" and ***insert*** "one or more City staff members, as appropriate, to serve as" and
13. On page 5, ***insert*** an "s" to the end of the word "liaison" making it "liaisons".

This amendment WILL change the caption. _____

This amendment WILL NOT change the caption. __X___

Respectfully submitted,

Alan Webber (Apr 30, 2025 17:46 MDT)

Alan Webber, Mayor

10653.1(B)

_____
Pilar Faulkner, Councilor

Approved as to Form:

Erin McSherry
Erin McSherry (Apr 30, 2025 17:45 MDT)

_____
Erin K. McSherry, City Attorney

ADOPTED: _____
NOT ADOPTED: _____
DATE: _____

_____
ANDRÉA SALAZAR, City Clerk

10653.1(B)

Amendment B - Amending Immigration Committee Membership and Purpose

Interim Agreement Report 2025-04-30

Created:	2025-04-30
By:	Marci Eannarino (maeannarino@santafenm.gov)
Status:	Out for Signature
Transaction ID:	CBJCHBCAABAAnxmWSiaXVm1mzwa2MaLTlHdlZFmxjjGU

Agreement History

Agreement history is the list of the events that have impacted the status of the agreement prior to the final signature. A final audit report will be generated when the agreement is complete.

"Amendment B - Amending Immigration Committee Membership and Purpose" History

Document created by Marci Eannarino (maeannarino@santafenm.gov)
2025-04-30 - 11:42:31 PM GMT- IP address: 63.232.20.2

Document emailed to Erin McSherry (ekmcsherry@santafenm.gov) for signature
2025-04-30 - 11:44:02 PM GMT

Email viewed by Erin McSherry (ekmcsherry@santafenm.gov)
2025-04-30 - 11:45:12 PM GMT- IP address: 104.47.64.254

Document e-signed by Erin McSherry (ekmcsherry@santafenm.gov)
Signature Date: 2025-04-30 - 11:45:44 PM GMT - Time Source: server- IP address: 216.207.130.218

Document emailed to Alan Webber (amwebber@santafenm.gov) for signature
2025-04-30 - 11:45:46 PM GMT

Email viewed by Alan Webber (amwebber@santafenm.gov)
2025-04-30 - 11:46:05 PM GMT- IP address: 146.75.203.0

Document e-signed by Alan Webber (amwebber@santafenm.gov)
Signature Date: 2025-04-30 - 11:46:23 PM GMT - Time Source: server- IP address: 63.232.20.2

Document emailed to Pilar Faulkner (pfhfaulkner@santafenm.gov) for signature
2025-04-30 - 11:46:25 PM GMT

CITY OF SANTA FE, NEW MEXICO

RESOLUTION NO. 2025-__

INTRODUCED BY:

Councilor Alma Castro

Councilor Signe Lindell

Councilor Michael Garcia

BLUE – AMENDMENT B – Mayor Alan Webber and Pilar Faulkner

A RESOLUTION

AMENDING THE IMMIGRATION COMMITTEE'S PURPOSE AND MEMBERSHIP.

WHEREAS, on January 13, 1999, the Governing Body adopted Resolution No. 1999-6 declaring a policy of non-discrimination on the basis of a person's national origin and appointing an immigration taskforce; and

WHEREAS, on January 16, 2002, the Governing Body adopted Resolution No. 2002-3, which renamed the Immigration Taskforce the "Immigration Committee"; and

WHEREAS, on October 9, 2002, the Governing Body adopted Resolution No. 2002-58, which decreased the number of members on the Immigration Committee from fifteen to nine members; and

WHEREAS, on October 8, 2014, the Governing Body adopted Resolution No. 2014-82, declaring its "continuous" support for immigrant issues in Santa Fe, the state of New Mexico, and throughout the United States; and

WHEREAS, the Governing Body continues to support the policy of non-discrimination established by Resolution No. 1999-6; and

WHEREAS, the City's Charter, Article II, Section 2.02, "Human and Civil Rights", states

that the City holds human and civil rights as inviolate and states that these rights "shall not be diminished or otherwise infringed" regardless of "ethnicity, race, age, religion, creed, color, national origin, ancestry, sex, gender, sexual orientation, physical or mental disability, medical condition or citizenship status"; and

WHEREAS, the purposes and membership of the Immigration Committee have not changed since the Governing Body's resolution in 2002; and

WHEREAS, the Governing Body wishes to amend the Committee's purposes and membership as is shown below:

Section 1. NAME: The committee shall be called the Immigration Committee.

Section 2. PURPOSE: [~~The committee shall monitor the human rights status of non-citizens residing in the city of Santa Fe and report its findings and recommendations to the governing body~~] The purpose of the Immigration Committee is to advise the City about policies and actions that would preserve and promote ~~humane treatment~~ inclusive policies, equal opportunity, and equal protection for immigrants and immigrant populations in Santa Fe consistent with the City's Charter, Section 2.02 "Human and civil rights".

Section 3. DUTIES AND RESPONSIBILITIES: The committee shall [~~meet as necessary to accomplish its purpose and shall follow adopted city policy and procedures~~] perform the following duties and responsibilities:

(a) Monitor the human rights status of immigrant populations residing in the city of Santa Fe.

(b) Advise the City regarding policies, programs, and legislation as they relate to immigrants and immigrant populations in Santa Fe.

(c) Collaborate with other agencies and/or groups, such as, but not limited to, county/state/federal agencies, labor organizations, religious groups, healthcare and educational institutions, immigrant rights groups, and non-profits,~~-~~ to respond to

share resources and information with one another and with the community, and participate in any other collaborative activities, as are consistent with the purpose of the committee, as needed, to support the purposes of the committee.

Section 4. MEMBERSHIP AND OFFICERS: The committee [~~membership~~] shall consist of ~~a City councilor, who shall also serve as its chair, along with~~ nine representatives residing in the county of Santa Fe and selected from the following areas: human rights, social services, business community, health care, labor organizations, religious community, youth services providers, women's advocacy groups, educators, and legal services. ~~More than one member may represent one of the areas and one member may represent multiple areas. Not all areas need to be represented.~~ The members shall be appointed by the mayor with the [~~approval~~] consent of the governing body. The [~~chairperson shall be appointed by the mayor~~] mayor shall appoint the chairperson and the committee shall designate the vice-chairperson [~~shall be designated by the committee~~].

Section 5. TERMS: The members shall serve for a period of two years. The committee members shall serve at the pleasure of the mayor and may be removed at any time, with or without cause.

Section 6. STAFF LIAISON: The city manager shall designate [~~the intercultural affairs planner~~] ~~a staff member from the Office of Equity and Inclusion or other city staff~~ member ~~as~~ one or more City staff members, as appropriate, to be liaisons to the committee.

NOW, THEREFORE, BE IT RESOLVED BY THE GOVERNING BODY OF THE CITY OF SANTA FE that the amended rules and procedures shall read as follows:

Section 1. The Committee shall be called the Immigration Committee.

Section 2. PURPOSE: The purpose of the Immigration Committee is to advise the City about policies and actions that would preserve and promote ~~humane treatment~~ inclusive

policies, equal opportunity, and equal protection for immigrants and immigrant populations in Santa Fe consistent with the City's Charter, Section 2.02, "Human and civil rights".

Section 3. DUTIES AND RESPONSIBILITIES: The committee shall preform the following duties and responsibilities:

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Section 4. MEMBERSHIP AND OFFICERS: The committee shall consist of ~~a City Councilor, who shall also serve as its chair, along with~~ nine representatives residing in the county of Santa Fe and selected from the following areas: human rights, social services, business community, health care, labor organizations, religious community, youth services providers, women's advocacy groups, educators, and legal services. ~~More than one member may represent one of the areas and one member may represent multiple areas. Not all areas need to be represented.~~ The members shall be appointed by the mayor with the consent of the governing body. The mayor shall appoint the chairperson and the committee shall designate the vice-chairperson.

Section 5. TERMS: The members shall serve for a period of two years. The committee members shall serve at the pleasure of the mayor and may be removed at any time, with or without cause.

Section 6. STAFF LIAISON: The city manager shall designate ~~a staff member from the Office of Equity and Inclusion or other city staff member as staff~~ one or more City staff members, as appropriate, to serve as liaisons to the committee.

BE IT FURTHER RESOLVED the committee shall continue to follow the City's procedural rules for Committees in carrying out its duties.

PASSED, APPROVED, and ADOPTED this _____day of _____, 2025.

_____

ALAN WEBBER, MAYOR

ATTEST:

_____

ANDRÉA SALAZAR, CITY CLERK

APPROVED AS TO FORM:

_____

ERIN K. McSHERRY, CITY ATTORNEY

SETTLEMENT AGREEMENT

In consideration of their agreements set forth in this Settlement Agreement, Bruce Throne, Annie Campbell, Mark Baker, Robert Josephs, Christopher Worland, Steven Clark, Sol y Lomas Homeowner Association, Inc. and Plazas at Pecos Trail Homeowners Association, Inc., Plaintiffs-Appellants in First Judicial District Court Case No. D-101-CV-00892 (collectively, "Appellants"), the Governing Body of the City of Santa Fe, Defendant-Appellee ("the City") and Pierre Amestoy, Real Party in Interest ("Amestoy") in that case (collectively, "the Parties") intend to fully and finally settle all claims and issues between and among them regarding the City's approval of Amestoy's final subdivision plat ("Final Plat") for property located at 2200 Old Pecos Trail, Santa Fe, New Mexico (the "Property") in City Appeal Case No. 2023-7297-APPL and the March 21, 2025 Order Affirming the Decision of the Governing Body of the City of Santa Fe by the First Judicial District Court (Honorable Bryan Biedscheid):

I. Agreements by the City.

1. Prior to recordation of the Final Plat with Santa Fe County, notes shall be added to the Final Plat stating as follows:

a. "No dwelling or other structure on any lot shall exceed 18' in height, including parapets and pitched roofs."

b. "Walls/fences are prohibited within the minimum 75' building setback from the Old Pecos Trail right-of-way. Walls/fences along the 75' building setback shall be of a design type (such as wood split rail fencing approved by the Land Use Director prior to submitting a construction permit."

c. "Each lot in this subdivision is subject to the 50% 'open space' requirement in SFCC 1987, § 14-5.5(A)(4)(b)(v), the general 'open space' provisions in SFCC 1987, § 14-7.5.A

and, if lot coverage exceeds 40%, the 'residential private open space standards' in SFCC 1987 § 14-7.5(C)."

2. Prior to recordation of the Final Plat with Santa Fe County, the City shall not remove or allow the removal of any notes or other statements on the Final Plat addressing building or other development restrictions applicable to the subdivision of 2200 Old Pecos Trail that were shown on the Final Plat as of March 13, 2024 when the Governing Body adopted its Findings and Conclusions in City Case No. 2023-7297-APPL except as necessary to implement the Motion to Modify the Planning Commission's decision passed by the Governing Body in that case and the City's agreement regarding the notes described in items I.1(a) through 1(c) of this Settlement Agreement.

3. The City's agreements under this Settlement Agreement are subject to approval by its Governing Body, which shall be indicated by the City's execution of this Agreement by its authorized representative.

II. Appellants' and Amestoy's Agreements.

4. Within sixty (60) days of the effective date of this Settlement Agreement, Amestoy's counsel shall submit proposed CC&Rs for the subdivision by electronic mail to Appellants' counsel that Amestoy's counsel believes accurately set forth all building restrictions and development requirements stated on Amestoy's Final Plat as agreed to in this Settlement Agreement.

5. For the purpose of determining whether Amestoy's proposed CC&Rs accurately set forth all building restrictions and development requirements stated on Amestoy's Final Plat as agreed to in this Settlement Agreement, Amestoy's counsel shall consider the alleged inconsistencies between provisions in the CC&Rs Amestoy submitted to the City on April 10,

2023 and the building restrictions and development requirements stated on Amestoy's Final Plat, as agreed to in this Settlement Agreement, described at pages 41-42 of Appellants' Verified Appeal Petition to the Governing Body in City Case No. 2023-7297-APPL.

6. Appellants' counsel shall have fourteen (14) days following receipt of Amestoy's proposed CC&Rs to notify Amestoy's counsel by electronic mail if he or she believes those CC&Rs do not accurately set forth the building restrictions and development requirements stated on Amestoy's Final Plat as agreed to in this Settlement Agreement and, if so, why.

7. If Appellants' counsel notifies Amestoy's counsel that, in his or her opinion, Amestoy's proposed CC&Rs do not accurately set forth the building restrictions and development requirements stated on Amestoy's Final Plat as agreed to in this Settlement Agreement, counsel for Amestoy and counsel for Appellants shall engage in good faith efforts to resolve any such differences of opinion within fourteen (14) days after such notice.

8. As soon as practicable after agreeing that Amestoy's proposed CC&Rs accurately set forth the building restrictions and development requirements stated on Amestoy's Final Plat as agreed to in this Settlement Agreement, Amestoy's counsel and Appellants' counsel, either jointly or separately, shall so notify the City Attorney by electronic mail.

9. Amestoy, or his successor(s) or assign(s) if any, shall not sell or convey any lots in the subdivision to any other person(s) or entity until the CC&Rs applicable to the subdivision, as agreed to in this Settlement Agreement, have been recorded with Santa Fe County, subject to the following exception : Amestoy may sell the entire subdivision to another person or entity prior to recordation of the CC&Rs in Santa Fe County as agreed to in this Settlement Agreement, provided that he discloses this Settlement Agreement to any such person or entity prior such a

sale and Amestoy's obligations under this Agreement shall be binding on any such person(s) or entity.

10. Amestoy shall not submit the Final Plat to the City for recording with Santa Fe County until such time as counsel for Appellants and Amestoy notify the City Attorney, in the manner provided below, that they agree that Amestoy's Declaration of Covenants, Conditions and Restrictions ("CC&Rs") applicable to lots in the subdivision of the Property approved by the City accurately set forth the building restrictions and development requirements stated on the Final Plat.

11. Amestoy's counsel shall notify Appellants' counsel by electronic mail that the CC&Rs for the subdivision have been recorded with Santa Fe County once Amestoy is informed by the City that it has recorded the CC&Rs.. Appellants will not appeal any future decision by the City Land Use Department Director or the City Engineer regarding whether any public street lighting is required for Amestoy's subdivision of the Property.

12. Nothing in this Settlement agreement shall prevent any of the Appellants from submitting comments to the City Land Use Department's director or staff or the City Engineer addressing whether public street lighting should be required for Amestoy's subdivision of the Property.

13. As soon as practicable after the effective date of this Settlement Agreement, Appellants (through their counsel) shall file a notice of withdrawal of appeal with the New Mexico Court of Appeals and withdraw their Petition for Writ of Certiorari and Notice of Appeal in Case No. A-1-CA-42608, challenging the First Judicial District Court's March 21, 2025 Order Affirming the Decision of the Governing Body of the City of Santa Fe in Case No. D-101-CV-00892.

III. Agreements by All of the Parties

14. Nothing in this Settlement Agreement is intended to address or affect the merits of Appellants' pending appeal of the City's Rezoning Decision regarding 2200 Old Pecos Trail in Case No. No. A-1-CA-41954, or may be referred to by any Party in that appeal.

15. Any of the Parties to this Settlement Agreement shall have the right to enforce it in the First Judicial District Court; if any such enforcement action is filed with that Court by any of the Parties and that Court accepts jurisdiction over the matter, the prevailing party as between any of the Appellants named in such action and Amestoy and/or his successor(s) or assign(s), if any, shall be entitled to recover their reasonable attorney fees and costs, and in no event shall the City be responsible for paying any such fees or costs.

16. This Settlement Agreement shall be binding on each of the Parties and their successor(s) or assign(s), if any.

17. This Settlement Agreement shall become effective on the latest date on which it is executed by the Parties as indicated below.

18. This Settlement Agreement constitutes the entire agreement by the Parties regarding settlement of the subject matter addressed herein and there are no other written or oral agreements between or among the Parties regarding the subject matter of this Agreement.

For Appellants by:

_____
Thomas Hnasko
Hinkle Shanor LLP
Counsel for Appellants

Dated: _____, 2025

For Pierre Amestoy by:

_____
Joseph Karnes, Esq., Attorney for Pierre Amestoy

Dated: _____, 2025

IN WITNESS WHEREOF, the Parties have executed this Settlement Agreement as of the date of the signature by the required approval authorities below:

CITY OF SANTA FE:

_____
ALAN WEBBER, MAYOR

ATTEST:

_____
ANDREA SALAZAR, INTERIM CITY CLERK

CITY ATTORNEY'S OFFICE:

_____
ASSISTANT CITY ATTORNEY

APPROVED FOR FINANCES:

_____
EMILY OSTER, FINANCE DIRECTOR

CITY OF SANTA FE

Memorandum

Date: March 25, 2025

To: Governing Body and Quality of Life Committee

From: Andréa Salazar, City Clerk AS

RE: Santa Fe PRIDE Alcohol Approval

EXECUTIVE SUMMARY:

The proposed resolution would grant permission to the Human Rights Alliance ("HRA") to serve beer, wine, and cider at its annual Santa Fe PRIDE Festival on City of Santa Fe ("City") property, in the north-bound lane of Lincoln Avenue, adjacent to 100 S. Lincoln Avenue, on June 28, 2025.

SFCC 1987, Section 23-6.2, requires the Governing Body to adopt a resolution for the sale and consumption of alcohol for locations on City property that are not specifically listed in Section 23-6.2 (A). The resolution must identify the event, date, hours, location, number of expected attendees, type of alcohol to be served, required permits, and insurance as required by the City's Code.

The proposed resolution addresses the required elements:

- the event is the Santa Fe PRIDE Festival;
- the location is the north-bound lane of Lincoln Avenue, adjacent to 100 S. Lincoln Avenue;
- the date is June 28, 2025;
- the time is 12:00 p.m. to 4:30 p.m.;
- the alcohol would be beer, wine, and cider;
- 12,0000 attendees are expected;
- a special dispenser permit is required; and
- liquor liability and general liability insurance will list the City as an insured and be not less than $2,000,000.00, per occurrence and in the aggregate.

ATTACHMENTS:

Resolution
FIR

CITY OF SANTA FE, NEW MEXICO

RESOLUTION NO. 2025-__

INTRODUCED BY:

Councilor Signe Lindell

Councilor Jamie Cassutt

A RESOLUTION

AUTHORIZING THE SALE AND CONSUMPTION OF BEER, WINE, AND CIDER DURING THE SANTA FE PRIDE FESTIVAL ON JUNE 28, 2025, IN A BEER, WINE, AND CIDER GARDEN ADJACENT TO 100 S. LINCOLN AVENUE, PURSUANT TO SECTION 23-6.2(C) SFCC 1987.

WHEREAS, SFCC 1987, Section 23-6.2, governs the consumption of alcohol on City property; and

WHEREAS, for serving alcohol at City properties not specifically mentioned in SFCC 1987, Section 23-6.2(A), the ordinance requires the Governing Body to approve a resolution that specifies the event, date, hours, location, number of expected attendees, type of alcohol to be served, permits, and insurance, at least thirty (30) days prior to the event; and

WHEREAS, Pride is an annual, global celebration of the lesbian, gay, bisexual, transgender, and queer (LGBTQ+) community, that is held in June every year; and

WHEREAS, 2025 will mark Santa Fe's thirty-second year participating in the annual Pride celebration; and

WHEREAS, in 2024, over eleven thousand (11,000) people participated in the Santa Fe PRIDE festival; and

WHEREAS, the Santa Fe Human Rights Alliance would like to support a local business by partnering with Kelly's Liquor Barn to provide beverages for purchase at the Santa Fe PRIDE Festival event; and

NOW, THEREFORE, BE IT RESOLVED BY THE GOVERNING BODY OF THE CITY OF SANTA FE that alcohol service during the Santa Fe PRIDE Festival is hereby approved according to the following parameters:

Event:	Santa Fe PRIDE Festival
Dates:	June 28, 2025
Hours:	12:00 p.m. – 4:30 p.m.
Location:	Beer, wine, and cider garden, to be located in the north-bound lane of Lincoln Avenue, adjacent to 100 S. Lincoln Avenue
Number of expected attendees:	12,000
Type of alcohol to be served:	Beer, wine, and cider
Required Permits:	Special Dispenser Permit
Required Insurance:	Liquor Liability and General Liability insurance with limits not less than $2,000,000, per occurrence and in aggregate, with the City of Santa Fe, its officials, directors, employees, and agents as additional insureds on a primary and noncontributory basis. The Santa Fe Human Rights Alliance shall provide the City with Certificates of Insurance and applicable endorsements evidencing such coverage.

PASSED, APPROVED, and ADOPTED this _____day of _____, 2025.

_____

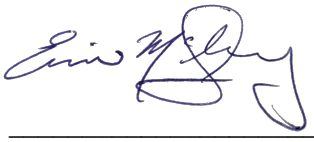
ALAN WEBBER, MAYOR

ATTEST:

_____

ANDRÉA SALAZAR, CITY CLERK

APPROVED AS TO FORM:



_____

ERIN K. McSHERRY, CITY ATTORNEY

FIR No. 10668.1

FISCAL IMPACT REPORT

General Information:

(Check) **Bill:** _____ **Resolution:** X

Short Title(s): Santa Fe PRIDE Alcohol Approval

Sponsor(s): Councilor Signe Lindell and Councilor Jamie Cassutt

Reviewing Department(s): City Clerk's Office

Staff Completing FIR: Andréa Salazar **Date:** 4/15/2025 **Phone:** (505) 955-6327

Reviewed by City Attorney: _____ **Date:** Apr 15, 2025

Reviewed by Finance Director: Emily K. Oster **Date:** Apr 15, 2025

Summary:
The proposed Resolution would authorize the sale and consumption of beer, wine, and cider at Santa Fe PRIDE Festival ("PRIDE"). A beer, wine, and cider garden would be held in the north-bound lane of Lincoln Avenue, adjacent to 100 S. Lincoln Avenue on June 28, 2025, from 12:00 p.m. to 4:30 p.m. The request is pursuant to SFCC 1987, Section 23-6.2, which requires the Governing Body to adopt a resolution for events on Santa Fe City property that are not specifically listed in Section 6.2(A).

Departments Affected:
City Clerk's Office

Consequences of Not Enacting Legislation:
If this legislation is not adopted, then the Santa Fe Human Rights Alliance will not be able to serve beer, wine, and cider as part of the Santa Fe PRIDE festival.

Conflict, Duplication, Companionship, or Relationship to Other Legislation:
None.

Performance and Administrative Implications:
None.

Fiscal Implications:
None.

Fiscal Impact

X Check here if no fiscal impact

Expenditures

Expenditure Type	FYE 2025	FYE 2026	FYE 2027	Require BAR (Y/N)	Recurring (R) or Non-recurring (NR)	Fund	3-Year Total Cost
Personnel and Benefits*	$	$	$				
Capital Outlay	$	$	$				
Contractual/ Professional Services	$	$	$				
Operating	$	$	$				$
Total:	$	$	$				$

Expenditure Narrative:

Revenue

Revenue Type	FYE 2025	FYE 2026	FYE 2027	Recurring (R) or Non-recurring (NR)	Fund
General Fund	$	$	$		
Special Revenue	$	$	$		
CIP	$	$	$		
Enterprise	$	$	$		
Internal Service	$	$	$		
Trust and Agency	$	$	$		
Federal	$	$	$		
Other	$	$	$		
Total	$	$	$		

Revenue Narrative:

Signature: ANDREA SALAZAR (Apr 8, 2025 13:51 MDT)

Email: asalazar@santafenm.gov

CITY OF SANTA FE

Memorandum

Date: April 24, 2025

To: Governing Body; Public Works and Utilities Committee; Finance Committee

From: Jesse Roach, Interim Public Utilities Director JR

RE: Wastewater rate adjustments

EXECUTIVE SUMMARY:
This bill would increase the rates for wastewater utility service for the next ten years. The average wastewater bill would increase about $1 per month each year, going from $21 per month in 2025 to $29 per month in 2034.

BACKGROUND AND JUSTIFICATION:
In the past several years the Paseo Real Water Reclamation Facility (PRWRF) has experienced operational disruptions resulting in difficulties meeting water quality standards in effluent discharged to the lower Santa Fe River. As a result of these noncompliance events, The City received an Administrative Order from the federal Environmental Protection Agency in March of 2024 and an Administrative Compliance Order from the New Mexico Environment Department in May of 2024.

These disruptions have been addressed in the short term, and PRWRF has met E.coli discharge standards for more than 6 months, but a long-term solution is needed. That solution must address updates to ageing and in some cases obsolete infrastructure at PRWRF. This solution may take the form of a large rehabilitation, or a replacement of some or all plant components. Based on a recent study done at PRWRF by Carollo Engineering, the cost of rehabilitation is estimated to be on the order of 180 million dollars. Although the specific infrastructure solution decision is waiting on additional information gathering efforts currently underway, 180 million is assumed to be the minimum utility investment that will be required to achieve a long-term solution.

Current wastewater rates do not generate sufficient revenue to fund this capital investment need. Based on consultant analysis, staff recommend ten years of annual 4% increases to wastewater revenues starting as soon as possible to fund these improvements. Low interest loans are currently being put in place to fund a large portion of this investment, and the ability to secure and pay for the loans will require increased revenues. The result of this rate increase for an average wastewater user (2800 gallons wastewater generated per month) will be approximately $1/month increase each year, taking the bill from $21 per month in 2025 to $29 per month in 2034.

ATTACHMENTS:
Bill
FIR

CITY OF SANTA FE, NEW MEXICO

BILL NO. 2025-11

INTRODUCED BY:

Mayor Alan Webber

Councilor Romero-Wirth

A BILL

BE IT ORDAINED BY THE GOVERNING BODY OF THE CITY OF SANTA FE:

Section 1. Chapter 22, Exhibit A, Subsections 1 and 2, SFCC 1987 (being Ordinance 1997-16) are amended as follows:

1. Introduction.

The intent of this schedule is to consolidate in one document all information regarding sanitary sewer rates, fees and penalties. In addition, when applicable, formulas and procedures used to arrive at the different dollar figures have been shown in detail.

[~~Currently, the sewer rates, fees and penalties are scattered throughout Chapter 22 of the Code. This has in many instances caused confusion to those unfamiliar with the legal language and format of the Code~~.]

2. Noncompliance with Notice to Connect to Sewer ([~~Subs~~] Section 22-3.5, SFCC 1987).

2.1. The amount expended by the city shall bear the interest rate of six percent per year from the completion of the work until paid.

underscored material = new [~~bracketed material~~] = delete

[~~This document~~] Exhibit A has been organized to present the different rates, fees and penalties, along with formulas and procedures used to arrive at them, in a more user-friendly fashion. The different rates, fees and penalties are presented in the same order as they appear in the Code.

Section 2. Chapter 22, Exhibit A, Subsection 3, SFCC 1987 (being Ordinance 1999-16) is amended to read as follows:

3. Septage (Septic Tank Waste) Discharge Fee.

Septage regulations adopted by the [~~council~~] governing body, and made effective [~~September 14, 1992~~] July 1, 2025, provide for the discharge of septage at the city-designated facility to be subject to [~~a~~] user fees [~~described and amended below~~] in the following table. Charges are in 2000-gallon increments, such that a load of 10 gallons and 2000 gallons have the same fee, as do loads of 2010 gallons and 4,000 gallons.

[~~3.1. Loads up to two thousand gallons, shall be charged forty-one dollars and five cents ($41.05) per load.~~

~~3.2. Loads larger than two thousand gallons shall pay an additional forty-one dollars and five cents ($41.05) for every incremental load of two thousand gallons or a fraction thereof in excess of the first two thousand gallons.~~

~~3.3. After-hours emergency discharges shall be subject to a fee of one hundred ten dollars and eighty-two cents ($110.82) per load up to two thousand gallons.~~

~~3.4. After-hours emergency discharges of loads larger than two thousand gallons shall be assessed one hundred ten dollars and eighty-two cents ($110.82) plus forty-one dollars and five cents ($41.05) for every incremental load of two thousand gallons or a fraction thereof in excess of two thousand gallons.~~]

[Remainder of page left intentionally blank]

	Business Hours	**After-hours Emergency**
Effective Date	Charge per 2000 gallons or fraction thereof	Charge per each 2000 gallons or fraction thereof
September 14, 1992	$41.05	$110.82
July 1, 2025	$42.69	$115.25
July 1, 2026	$44.40	$119.86
July 1, 2027	$46.18	$124.66
July 1, 2028	$48.02	$129.64
July 1, 2029	$49.94	$134.83
July 1, 2030	$51.94	$140.22
July 1, 2031	$54.02	$145.83
July 1, 2032	$56.18	$151.66
July 1, 2033	$58.43	$157.73
July 1, 2034	$60.76	$164.04

3.[~~5~~]1. In accordance with the Gross Receipts and Compensating Tax Act, Section 7-9-4.1 NMSA 1978, [~~and effective July 1, 1996,~~] a surcharge of up to the Santa Fe county gross receipts taxation, [~~5.26~~] 6.875 percent in 2025 and adjusted accordingly, shall be imposed on each billing rendered in accordance with this section.

Section 3. Chapter 22, Exhibit A, Subsections 4 and 5 (being Ordinance 2003-19 § 14 and Ordinance 1997-16, respectively), SFCC 1987 are included for reference without changes:

4. Penalty for Violation of this Chapter.

4.1. Any person convicted of violating the provisions of this chapter shall be sentenced as provided by subsection 1-3.1 SFCC 1987. Fines shall not be less than two hundred fifty dollars ($250.00) per violation. Each violation shall be a separate distinct offense.

5. Private Sewer Construction Permit Fee.

5.1. Fees for private sewer construction permits shall be assessed in the same manner as those fees established for sanitary sewer service connections.

Section 4. Chapter 22, Exhibit A, Subsection 6, SFCC 1987 (being Ordinance

2003-19, § 15) is amended to read as follows:

6. Construction Inspection Fee.

6.1. For each inspection made by the planning and land use department staff, the city shall assess a fee of [~~forty~~] sixty dollars ([~~$40.00~~] $60.00) per service connection. For a[~~A~~]ll subsequent reinspections due to unacceptable construction or noncompliance with the City Code or city regulations and standards, the city shall assess an additional inspection fee as described above.

Section 5. Chapter 22, Exhibit A, Subsection 7, SFCC 1987 (being Ordinance 2018-4, § 11) is amended to read as follows:

7. Wastewater Utility Expansion Charge (UEC).

7.1. Except as set forth in Section 7.3, the wastewater utility expansion charge (UEC) applies to customers within the corporate limits of the city of Santa Fe, New Mexico and to customers in those areas outside the corporate limits to which wastewater service has been authorized by action of the governing body of the city of Santa Fe as follows:

7.1.1. New customers connecting to the city's wastewater system; and

7.1.2. Existing customers if there is an increase in the number of dwelling units or an increase in the size of the nonresidential water meter; however, the charge shall reflect only the increase in the number of dwelling units or the increase in the size of the meter.

7.2. Waiver of UEC fees shall comply with the following provisions:

7.2.1 The UEC shall be waived for the following:

A. Santa Fe Homes Program for-sale or for-rent units as defined in Section 26-1 SFCC 1987;

B. Housing opportunity program home or housing opportunity program rental unit subject to a valid housing opportunity program agreement;

C. A low-priced dwelling unit as defined in Section 26-2 SFCC 1987;

D. A qualifying project within the Midtown LINC Overlay District as defined in Subsection 14-5.5(D)(4)(b) SFCC 1987.

7.2.2 The UEC may be waived at the discretion of the governing body for the following:

A. A qualifying economic development project as defined in Subsection 11-11.4 SFCC 1987.

7.2.3. Application for waivers of the UEC shall be made at the time of application for a building permit. Applications shall be reviewed by the office of affordable housing.

7.3 The UEC shall be as follows:

7.3.1. Single-Family Detached Dwelling Unit or Accessory Dwelling Unit As defined in Chapter 14 SFCC 1987.

~~(Heated Living Area)~~	~~Charge per unit~~
~~0 - 1,500 Sq. Ft.~~	~~$499~~
~~1,501 - 2,000 Sq. Ft.~~	~~$735~~
~~2,001 - 2,500 Sq. Ft.~~	~~$911~~
~~2,501 - 3,000 Sq. Ft.~~	~~$1,052~~
~~3,001 - 3,500 Sq. Ft.~~	~~$1,169~~
~~3,501 - 4,000 Sq. Ft.~~	~~$1,269~~
~~4,001 - 4,500 Sq. Ft.~~	~~$1,357~~
~~4,501 or more Sq. Ft.~~	~~$1,435~~

[Remainder of page left intentionally blank]

Single Family Detached Dwelling Unit or Accessory Dwelling Unit UEC Fee per year, per square feet								
	Heated Living Area in Square Feet (ft^2)							
Effective Date	0-1500 ft^2	1501 to 2000 ft^2	2001 to 2500 ft^2	2501 to 3000 ft^2	3001 to 3500 ft^2	3501 to 4000 ft^2	4001 to 4500 ft^2	4501 ft^2 and up
Sept. 14,1992	$499	$735	$911	$1,052	$1,169	$1,269	$1,357	$1,435
July 1, 2025	$519	$764	$947	$1,094	$1,216	$1,320	$1,411	$1,492
July 1, 2026	$540	$795	$985	$1,138	$1,264	$1,373	$1,468	$1,552
July 1, 2027	$561	$827	$1,025	$1,183	$1,315	$1,427	$1,526	$1,614
July 1, 2028	$584	$860	$1,066	$1,231	$1,368	$1,485	$1,587	$1,679
July 1, 2029	$607	$894	$1,108	$1,280	$1,422	$1,544	$1,651	$1,746
July 1, 2030	$631	$930	$1,153	$1,331	$1,479	$1,606	$1,717	$1,816
July 1, 2031	$657	$967	$1,199	$1,384	$1,538	$1,670	$1,786	$1,888
July 1, 2032	$683	$1,006	$1,247	$1,440	$1,600	$1,737	$1,857	$1,964
July 1, 2033	$710	$1,046	$1,297	$1,497	$1,664	$1,806	$1,931	$2,042
July 1, 2034	$739	$1,088	$1,349	$1,557	$1,730	$1,878	$2,009	$2,124

[Remainder of page left intentionally blank]

7.3.2. Multi-Family Dwelling Unit [~~- $561 per unit~~].

Includes apartment, condominium, single-family, attached and residential studio units.

Multi-Family UEC Fee Schedule, per unit,	
Effective Date	**Multi-Family UEC Fee**
September 14, 1992	$561 per unit
July 1, 2025	$583 per unit
July 1, 2026	$607 per unit
July 1, 2027	$631 per unit
July 1, 2028	$656 per unit
July 1, 2029	$683 per unit
July 1, 2030	$710 per unit
July 1, 2031	$738 per unit
July 1, 2032	$768 per unit
July 1, 2033	$798 per unit
July 1, 2034	$830 per unit

7.3.3. Mobile Home [~~Park Pad~~] Stand [~~- $902 per unit~~].

Mobile Home Park Stand UEC Fee Schedule, Per Unit	
Effective Date	**Mobile Home Park Pad UEC Fee**
September 14, 1992	$902 per unit
July 1, 2025	$938 per unit
July 1, 2026	$976 per unit
July 1, 2027	$1015 per unit
July 1, 2028	$1055 per unit
July 1, 2029	$1097 per unit
July 1, 2030	$1141 per unit
July 1, 2031	$1187 per unit
July 1, 2032	$1234 per unit
July 1, 2033	$1284 per unit
July 1, 2034	$1335 per unit

[Remainder of page left intentionally blank]

7.3.4. Nonresidential (meter size) - Charge per meter.

~~⅝" × ¾"~~	~~$876~~
~~1"~~	~~$2,190~~
~~1½"~~	~~$4,380~~
~~2"~~	~~$7,008~~
~~3"~~	~~$14,016~~
~~4"~~	~~$21,900~~
~~6"~~	~~$43,800~~
~~8"~~	~~$70,080~~
~~10"~~	~~$127,020~~

	Nonresidential Fee Schedule, per Meter, Based on Meter Size								
Effective Date/ Meter Size	⅝" × ¾"	1"	1½"	2"	3"	4"	6"	8"	10"
Sept. 14,1992	$876	$2,190	$4,380	$7,008	$14,016	$21,900	$43,800	$70,080	$127,020
July 1, 2025	$911	$2,278	$4,555	$7,288	$14,577	$22,776	$45,552	$72,883	$132,101
July 1, 2026	$947	$2,369	$4,737	$7,580	$15,160	$23,687	$47,374	$75,799	$137,385
July 1, 2027	$985	$2,463	$4,927	$7,883	$15,766	$24,635	$49,269	$78,830	$142,880
July 1, 2028	$1,025	$2,562	$5,124	$8,198	$16,397	$25,620	$51,240	$81,984	$148,595
July 1, 2029	$1,066	$2,664	$5,329	$8,526	$17,053	$26,645	$53,289	$85,263	$154,539
July 1, 2030	$1,108	$2,771	$5,542	$8,867	$17,735	$27,710	$55,421	$88,674	$160,721
July 1, 2031	$1,153	$2,882	$5,764	$9,222	$18,444	$28,819	$57,638	$92,220	$167,150
July 1, 2032	$1,199	$2,997	$5,994	$9,591	$19,182	$29,972	$59,943	$95,909	$173,836
July 1, 2033	$1,247	$3,117	$6,234	$9,975	$19,949	$31,171	$62,341	$99,746	$180,789
July 1, 2034	$1,297	$3,242	$6,483	$10,374	$20,747	$32,417	$64,835	$103,736	$188,021

7.3.5. Any separate water meter installed for irrigation purposes only shall not be included in the calculation of the charge.

7.3.6. In the event that the development does not have a water meter, or the wastewater division director or developer believes the size of the water meter does not accurately reflect wastewater generation, the developer

may submit or the director may require the submission of a study, prepared by a professional engineer, to determine the charge listed in the above table for the water meter that most closely matches the cost of capital facilities to treat the biochemical oxygen demand that will be generated by the proposed development.

7.4. The UEC shall be due prior to issuance of a building permit if the property is located in the city limits and prior to obtaining a permit to connect to the sewer if the property is located outside the city limits

7.5. Payments of wastewater utility expansion charges shall be deposited in an account separate from other funds of the city.

Section 6. Chapter 22, Exhibit A, Subsection 8 of SFCC 1987 (being Ordinance 2019-29) is amended to read as follows:

8. Sewer Service Charges.

A. Connected to City Sewer

[~~1. Single Family Residential~~] Sewer Service Fees and Usage Fees [~~.Single family residential sewer service fees and usage fees shall apply if a sewer customer is served by city water and meets the single family service classification for water as set forth in Chapter 25 SFCC 1987~~] are determined by location and connection to city or county utility water. If not served by city or county utility water, [~~single family residential~~] sewer service fees and usage fees shall apply based on the unit* served by [~~where~~] the sewer connection [~~serves only one unit* for normal domestic sewage~~].

[~~a. *In city limits:*~~

[Remainder of page left intentionally blank]

~~Effective Date~~		~~Monthly Service Fee~~	~~Monthly Usage Fee~~
~~January 1, 2010~~	~~Connected to city water~~	~~$5.85/unit*~~	~~$3.58 per 1,000 gallons of water**~~
~~July 1, 2012~~	~~Not connected to city water~~	~~$5.85/unit*~~	~~$12.88/unit*~~

~~b. *Inside presumptive city limits:*~~

~~Effective Date~~		~~Monthly Service Fee~~	~~Monthly Usage Fee~~
~~January 1, 2010~~	~~Connected to city water~~	~~$5.85/unit*~~	~~$3.84 per 1,000 gallons of water**~~
~~July 1, 2012~~	~~Not connected to city water~~	~~$5.85/unit*~~	~~$13.82/unit*~~]

[~~c~~] a. In city limits and presumptive city limits and connected to city water:

[~~Effective Date~~		~~Monthly Service Fee~~	~~Monthly Usage Fee~~
~~January 1, 2019~~	~~Connected to County Water~~	~~$7.53/unit*~~	~~$4.64 per 1,000 gallons of water**~~
~~January 1, 2019~~	~~Not Connected to County Water~~	~~$7.53/unit*~~	~~$16.70/unit*~~]

[Remainder of page left intentionally blank]

Effective Date	**Monthly Service Fee**	**Monthly Usage Fee**
January 1, 2019	$7.53/unit*	$4.64 per 1,000 gallons water**
July 1, 2025	$7.83/unit*	$4.83 per 1,000 gallons water**
July 1, 2026	$8.14/unit*	$5.02 per 1,000 gallons water**
July 1, 2027	$8.47/unit*	$5.22 per 1,000 gallons water**
July 1, 2028	$8.81/unit*	$5.43 per 1,000 gallons water**
July 1, 2029	$9.16/unit*	$5.65 per 1,000 gallons water**
July 1, 2030	$9.53/unit*	$5.88 per 1,000 gallons water**
July 1, 2031	$9.91/unit*	$6.12 per 1,000 gallons water**
July 1, 2032	$10.31/unit*	$6.36 per 1,000 gallons water**
July 1, 2033	$10.72/unit*	$6.61 per 1,000 gallons water**
July 1, 2034	$11.15/unit*	$6.87 per 1,000 gallons water**

[~~d. *Outside presumptive city limits:*~~

~~*Customer Wholesale Rate for Santa Fe County*~~			
~~**Effective Date**~~		~~**Monthly Service Fee**~~	~~**Monthly Usage Fee**~~
~~January 1, 2019~~	~~Connected to county water~~	~~$5.42/unit*~~	~~$4.77 per 1,000 gallons of water***~~
~~January 1, 2019~~	~~Not connected to county water~~	~~$5.42/unit*~~	~~$17.17/unit*~~]

b. In city limits and presumptive city limits and not connected to city water:

Effective Date	**Monthly Service Fee**	**Monthly Usage Fee**
January 1, 2019	$7.53/unit*	$16.70/unit*
July 1, 2025	$7.83/unit*	$17.37/unit*
July 1, 2026	$8.14/unit*	$18.06/unit*
July 1, 2027	$8.47/unit*	$18.78/unit*
July 1, 2028	$8.81/unit*	$19.53/unit*
July 1, 2029	$9.16/unit*	$20.31/unit*
July 1, 2030	$9.53/unit*	$21.12/unit*
July 1, 2031	$9.91/unit*	$21.96/unit*
July 1, 2032	$10.31/unit*	$22.84/unit*
July 1, 2033	$10.72/unit*	$23.75/unit*
July 1, 2034	$11.15/unit*	$24.70/unit*

[~~2. Multi-Family Residential Sewer Service: The following sewer service fees and usage fees shall apply if a sewer customer is served by city water and meets the multi-family residential service classification for water as set forth in Chapter 25 SFCC 1987. If not served by city water, multi-family residential sewer service fees and usage fees shall apply where the sewer connection serves more than one unit* for normal domestic sewage.~~

~~a. *In city limits and presumptive city limits:*~~

~~**Effective Date**~~		~~**Monthly Service Fee**~~	~~**Monthly Usage Fee**~~
~~January 1, 2019~~		~~$7.53/unit*~~	~~$4.64 per 1,000 gallons of water**~~
~~January 1, 2019~~		~~$7.53/unit*~~	~~$16.70/unit*~~

~~b. *Outside presumptive city limits:*~~

Customer Wholesale Rate for Santa Fe County			
Effective Date		**Monthly Service Fee**	**Monthly Usage Fee**
January 1, 2019	Connected to county water	$5.42/unit*	$4.77 per 1,000 gallons of water**
January 1, 2019	Not connected to city water	$5.42/unit*	$17.17/unit*

3. Commercial Sewer Service: The following sewer service fees and usage fees shall apply where the water meter(s) serves a use not classified as single family residential or multi-family residential sewer service set forth above or where service is provided for a combination of residential and commercial services.

a. *In city limits:*

Effective Date			**Monthly Service Fee**	**Monthly Usage Fee**
January 1, 2010		Connected to city water	$5.85/unit*	$3.58 per 1,000 gallons of water***
July 1, 2012		Not connected to city water	$5.85/unit*	$12.88/unit*

b. *Inside presumptive city limits:*

Effective Date		**Monthly Service Fee**	**Monthly Usage Fee**
January 1, 2010	Connected to city water	$5.85/unit*	$3.84 per 1,000 gallons of water***
July 1, 2012	Not connected to city water	$5.85/unit*	$13.82/unit*

c. *In city limits and presumptive city limits:*

[Remainder of page left intentionally blank]

~~**Effective Date**~~		~~**Monthly Service Fee**~~	~~**Monthly Usage Fee**~~
~~January 1, 2019~~	~~Connected to city water~~	~~$7.53/unit*~~	~~$4.64 per 1,000 gallons of water***~~
~~January 1, 2019~~	~~Not connected to city water~~	~~$7.53/unit*~~	~~$16.70/unit*~~

~~d. *Outside presumptive city limits:*~~

~~*Customer Wholesale Rate for Santa Fe County*~~			
Effective Date		~~**Monthly Service Fee**~~	~~**Monthly Usage Fee**~~
January 1, 2019	~~Connected to county water~~	~~$5.42/unit*~~	~~$4.77 per 1,000 gallons of water***~~
January 1, 2019	~~Not connected to county water~~	~~$5.42/unit*~~	~~$17.17/unit*~~

4. ~~Exceptions to Commercial Sewer Service. Mobile home parks; commercial greenhouses; churches; properties owned by the U.S. government, the state of New Mexico, the city of Santa Fe, the county of Santa Fe and the Santa Fe board of education; and state accredited private elementary and secondary schools and colleges shall not be considered commercial sewer services and shall be considered residential sewer service.~~]

[~~5.~~] In the event that a proposed or existing commercial development does not have a water meter, or the wastewater division director, developer, or customer believes the water meter does not accurately reflect wastewater discharge, the developer or customer may submit, or the director may require the submission of, a study, prepared by a professional engineer, to determine whether installation of a wastewater discharge flow meter would more accurately measure wastewater by the development. Either the developer or customer shall pay for the

installation of the wastewater discharge flow meter. Once the developer or customer dedicates the meter to the city, the city shall maintain the wastewater discharge flow meter.

B. Not Connected to City Sewer.

1. Accessible to city sewer system. (As defined in subsection 22-2.1 SFCC 1987.)

Effective Date	**Cost per unit*/lot**
January 1, 2019	$7.53 per unit* or if no unit* $5.85 per lot
July 1, 2025	$7.83 per unit* or if no unit* $6.08 per lot
July 1, 2026	$8.14 per unit* or if no unit* $6.32 per lot
July 1, 2027	$8.47 per unit* or if no unit* $6.57 per lot
July 1, 2028	$8.81 per unit* or if no unit* $6.83 per lot
July 1, 2029	$9.16 per unit* or if no unit* $7.10 per lot
July 1, 2030	$9.53 per unit* or if no unit* $7.38 per lot
July 1, 2031	$9.91 per unit* or if no unit* $7.68 per lot
July 1, 2032	$10.31 per unit* or if no unit* $7.99 per lot
July 1, 2033	$10.72 per unit* or if no unit* $8.31 per lot
July 1, 2034	$11.15 per unit* or if no unit* $8.64 per lot

2. Not accessible to city sewer system: No charge.

C. Taxes.

Billings under this schedule may be increased by an amount equal to the sum of taxes payable under the Gross Receipts and Compensating Tax Act and of all other taxes, fees, or charges payable by the city and levied or assessed by any governmental authority on the public utility service rendered, or on the right or

privilege of rendering the service, or on any object or event incidental to the rendition of the service.

Notes:

* For each of the customer types described below, [~~U~~]"u"nit" means the following:

- *For residential customers*, i.e. customers that meet either the single-family or multi-family service classifications for water, as set forth in Chapter 25 SFCC 1987: one room, or rooms connected together, constituting a separate, independent housekeeping establishment for owner occupancy, or rental or lease and physically separated from any other rooms or residential units that may be in the same structure and containing independent plumbing facilities. A residential unit may include, but is not limited to, a single-family house, an apartment unit, condominium unit, mobile home, or a guest house.

- *For commercial customers*, i.e. customers that do not meet either the single-family or multi-family service classifications for water as set forth in Chapter 25 SFCC 1987: an area constituting a separate, independent enterprise establishment for owner occupancy, or rental or lease and physically separated from any other commercial units that may be in the same structure and containing independent plumbing facilities.

- *For both residential and commercial purposes,* the term unit does not include a motel or hotel unit or similar transient lodging or rest homes, nursing homes or similar institutional facilities.

** Shown on the water meter readings averaged for the months of December, January, and February of the preceding year. If any of those three (3) months were a zero reading, the water consumption for that month will not be used in the average. For example, if one month has a zero read then the two months consumption will be added and then divided by two. In the case where

three zero reads were recorded for December, January, and February, then the previous year water usage will be used. In the event that the previous year also had three zero reads, then the wastewater management division director will estimate the average based on water usage history for that particular customer's residence or business. If any of those three months were a reading less than 1,000 gallons, the water consumption for that month shall be assumed to be 1,000. For example:

December		5,000g water consumption
January	0g water consumption, so	0 gallons assumed
February	900g water consumption, so	1,000 gallons assumed
Total (for the 3 months)		6,000 gallons water consumption
Average (Divide by two since one zero read)		3,000 gallons

*** Shown on the water meter reading for that utility billing cycle.

Section 7. Chapter 22, Exhibit A, Subsection 12 of SFCC 1987 (being Ordinance 2014-34, § 3) is amended to read as follows:

12. Extra-Strength Surcharge. See the definition of COD in subsection 22-2.1 and Section 22-10 for information related to the extra-strength surcharge.

12.1. The Surcharge fee shall be equal to:

0.9 x (C-D) x F x cf x L, for users whose discharge has been tested, and

0.9 x (M-D) x F x cf x L, for users whose discharge has not been tested.

Where:

C = COD concentration in the user's discharge stream in milligrams per liter (mg/l).

D = Average domestic sewage COD concentration, established at 550 milligrams per liter (mg/l).

F = Average water use in million gallons per month as shown in the water division records.

cf = 8.34. A factor to convert the units of milligrams to pounds per million gallons.

L = The mass based cost of providing air to remove the COD in wastewater. The cost has been established at the following costs:

Effective Date	**Cost per pound**
January 1, 2010	$0.51
January 1, 2015	$0.54
January 1, 2016	$0.56
January 1, 2017	$0.59
January 1, 2018	$0.62
January 1, 2019	$0.65
July 1, 2025	$0.68
July 1, 2026	$0.71
July 1, 2027	$0.74
July 1, 2028	$0.77
July 1, 2029	$0.80
July 1, 2030	$0.83
July 1, 2031	$0.86
July 1, 2032	$0.89
July 1, 2033	$0.93
July 1, 2034	$0.97

M = Mean COD concentration in the user's sewage disposal as tested.

0.9 = Represents ninety percent of the water used through a water meter as being discharged into the sanitary sewer.

Or:

Monthly water usage x 0.00337*L = Amount of monthly surcharge fee.

12.2 The resampling fee shall be equal to: $[~~75.00~~]100 and shall not be sampled more than once per calendar year.

Section 8. Chapter 22, Exhibit A, Subsection 13 of SFCC 1987 (being Ordinance 2007-18, § 4) is amended as follows:

13. Treated Effluent Rates.

The rate for treated effluent shall be two dollars and five cents ($2.05) per one thousand (1,000) gallons of treated effluent or fifty percent (50%) of the [~~for~~] potable water as set forth in Chapter 25 [~~XXV~~] SFCC 1987, whichever is more, plus administrative costs and applicable [~~state~~] taxes. However, contract users of treated effluent who enter a recreational access agreement with the city that allows for recreational access to their facilities for conduct of city parks or recreation division authorized programs may be granted a discount of no more than seventy-five dollars ($75.00) per parks or recreation division maximum planned or actual authorized use for programs that will be conducted at their facility at regular times and a credit of no more than seventy-five dollars ($75.00) per parks or recreation maximum planned or actual authorized use for programs that will be conducted at regular intervals. The terms of such discounts or credits will be determined on a case-by-case basis, and included in any such recreational access agreement. Any discount or credit may only apply against total charges incurred during the same annual effluent delivery period as the authorized program and shall never result in the contractor being credited more than fifty percent (50%) of the total amount charged for treated effluent delivered during such period.

PASSED, APPROVED, and ADOPTED this _____day of _____, 2025.

APPROVED AS TO FORM:

Erin McSherry

Erin McSherry (Apr 24, 2025 22:14 MDT)

ERIN K. McSHERRY, CITY ATTORNEY

Legislation/2025/Bill No. 2025-11/Wastewater Utility Rate Updates

FIR No. 10675

FISCAL IMPACT REPORT

General Information:

(Check) **Bill:** x **Resolution:** _____

Short Title(s): Wastewater Utility Rate Update

Sponsor(s): Mayor Alan Webber and Councilor Carol Romero-Wirth

Reviewing Department(s): Public Utilities

Staff Completing FIR: Jesse Roach, Interim Public Utilities Director **Date:** April 21, 2025

Phone: (505) 955- 4309

Reviewed by City Attorney: Erin McSherry Erin McSherry (Apr 24, 2025 22:14 MDT) **Date:** 04/24/2025

Reviewed by Finance Director: Emily K. Oster **Date:** 04/25/2025

Summary:
If this bill is adopted, the rates for wastewater utilities would increase 4% each year for ten years, beginning July 1, 2025.

Departments Affected:
Public Utilities Department

Consequences of Not Enacting Legislation:
If this legislation is not adopted, the wastewater rates will remain unchanged, and the ability of the wastewater utility to meet water quality standards in the long term will be severely compromised. The credit rating of the wastewater utility could drop, and the City will be unable to secure NMED loans.

Conflict, Duplication, Companionship, or Relationship to Other Legislation:
None at this time.

Performance and Administrative Implications:
Implementing the rate increases will require updates to utility billing software.

Fiscal Implications:
This rate increase is designed to generate revenue to support capital improvements at Paseo Real Water Reclamation Facility ("PRWRF").

Fiscal Impact

_____ Check here if no fiscal impact

Expenditures

Expenditure Type	FYE 2026	FYE 2027	FYE 2028	Require BAR (Y/N)	Recurring (R) or Non-recurring (NR)	Fund	3-Year Total Cost
Personnel and Benefits*	$	$	$				
Capital Outlay	$	$	$				
Contractual/ Professional Services	$	$	$				
Operating	$	$	$				$
Total:	$	$	$				$

Expenditure Narrative:
This bill would not automatically result in expenditures; however, the additional revenue from this rate increase will support a minimum of $182 million in capital investment in the PRWRF over the next 5 years. The exact capital improvement solution has not been selected yet. Thus, the schedule of expenditure remains unknown. The first three years of a 5-year financial model for a rehabilitation project could include expenses of up to $62 million in FY26, $60 million in FY27, and another $1 million in FY28.

Revenue

Revenue Type	FYE 2026	FYE 2027	FYE 2028	Recurring (R) or Non-recurring (NR)	Fund
General Fund	$	$	$		
Special Revenue	$	$	$		
CIP	$	$	$		
Enterprise	$0.55M	$1.12M	$1.72M	R	500
Internal Service	$	$	$		
Trust and Agency	$	$	$		
Federal	$	$	$		
Other	$	$	$		
Total	$	$	$		

Revenue Narrative:
Revenues for FY 2026-2028 from financial model projections with 4% rate increase.

Signature:

Email: jdroach@santafenm.gov

City of Santa Fe, New Mexico

memo

DATE: April 30, 2025

TO: Governing Body

VIA: Elisa Montoya, Community Development Director EDM
Heather L. Lamboy, AICP, Planning and Land Use Director
Maggie Moore, Assistant Land Use Director MRM

FROM: Janice Biletnikoff, AICP, Long-Range Strategic Planner For Janice Biletnikoff

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CONSIDERATION OF BILL NO. 2025-8

Rezoning. Case #2024-8898. 214 Camino De Los Marquez Rezoning. JenkinsGavin, Inc., Agent, for Santa Fe Opera, Owner/Applicant, asks the Governing Body to adopt Bill 2025-8 to rezone 2.50 acres located at 214 Camino De Los Marquez from R-21 PUD (Residential Twenty-one (21) dwellings per acre, Planned Unit Development) to R-29 (Residential Twenty-nine (29) dwellings per acre), and to remove a planned unit development (PUD) from the subject property. (Janice Biletnikoff, Case Manager, jibiletnikoff@santafenm.gov)

I. Planning Commission Recommendation:

On December 5, 2024, the Planning Commission ("Commission") voted to recommend the Governing Body take the following action:

> **APPROVE** Case #2024-8898. Changing the land use designations for 214 Camino De Los Marquez from R-21 PUD (Residential Twenty-one (21) dwellings per acre, Planned Unit Development) to R-29 (Residential Twenty-nine (29) dwellings per acre), and removing the PUD designation from the subject Property.

II. Sample Motion:

One (1) motion will be required:

Move to approve or deny Case #2024-8898, adopting Bill 2025-8, changing the official Zoning Map designation from R-21 PUD (Residential Twenty-one (21) dwellings per acre, Planned Unit Development) to R-29 (Residential Twenty-nine (29) dwellings per acre), and removing the PUD, for the property located at 214 Camino De Los Marquez, located near the intersection of Camino De Los Marquez and Galisteo Street.

III. Executive Summary

Santa Fe Opera, owner, through its agent, JenkinsGavin, Inc. (the "Applicant"), requests a rezoning ("Rezoning") for 214 Camino De Los Marquez (*see* Figure 1, *infra*) ("Property"), including removing the existing PUD[1] designation ("Proposal"). The Applicant's objective is to amend the zoning on the Property from its current zoning designation of R-21 PUD (Residential Twenty-one (21) dwellings per acre, Planned Unit Development) to R-29 (Residential Twenty-nine (29) dwellings per acre).

The Project Analysis, below, provides general information about the Property and its history, followed by a brief section on the Proposal's processing requirements, and a discussion on the required Approval Criteria for Rezonings.

The Property is a legal lot of record approved by the City and recorded in the Office of the Santa Fe County Clerk on November 17, 1982 (recorded at Book 122, Page 035). The Applicant complied with Subsections 14-3.1(E) "Pre-Application Conferences," 14-3.1(F) "Early Neighborhood Notification Procedures," and 14-3.1(H) "Notice Requirements."

The rezoning criteria require that the Applicant demonstrate that the request is eligible for are zoning, and that the request is appropriate (*i.e.*, that it is consistent with the policies of the General Plan, Future Land Use Map, and the City's policies regarding growth; that its impacts can be accommodated by the existing infrastructure and services; and that it will be consistent in character and benefit the area beyond a single landowner). Staff's full analysis of the criteria concludes that, with recommended Conditions of Approval and Technical Corrections, the Proposal satisfies Subsection 14-3.5(C) "Approval Criteria" for Rezoning. Staff finds that the Rezoning request is consistent with the General Plan designation for the Property, which is designated high-density residential ("HDR"). HDR allows densities between 12 and 29 dwelling units per acre including apartment complexes. The current PUD, applied as an overlay in 1971, changed the zoning on the Property from single-family residential to multi-family residential, and the PUD has remained in place since that time[2]. The base zoning designation of R-21 also allows for multi-family residential.

[1] "Planned unit development" is a zoning designation "intended to allow the creation of planned districts, each conceived as a unit of cohesive development and integrated uses in either a single development operation or a planned series of development operations that may take place over a period of several years." SFCC 1987, § 14-5.7(A)(1).
[2] *See* Ord. #1962-19, and as amended in Ord. 1971-16.

Figure 1: Aerial photo of 214 Camino De Los Marquez

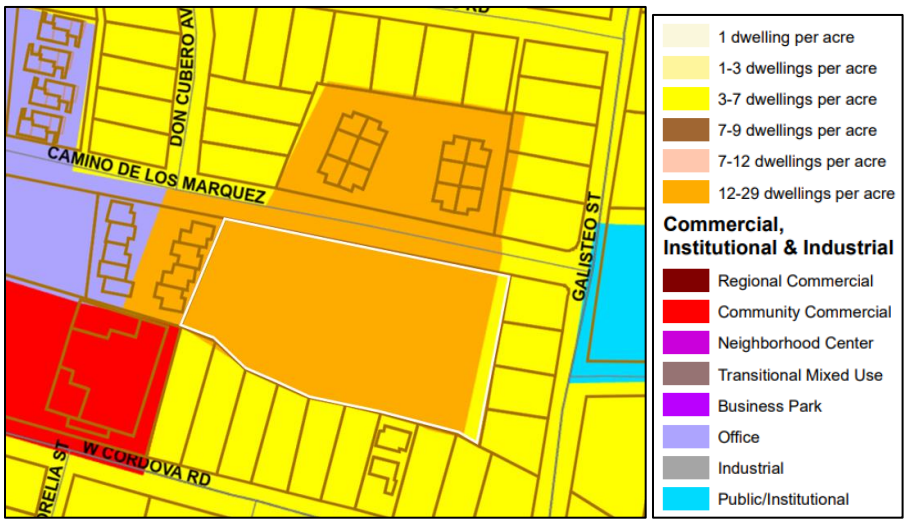


IV. Project Analysis

1. Property Information and Zoning

The 2.50-acre Property is identified in the General Plan's Future Land Use Map as High Density Residential (HDR), with a very narrow strip along the eastern boundary designated as Low Density Residential (LDR) (see Figure 2: "Future Land Use Map"). The Property is also currently zoned R-21 PUD (see Figure 3: "Existing Zoning").

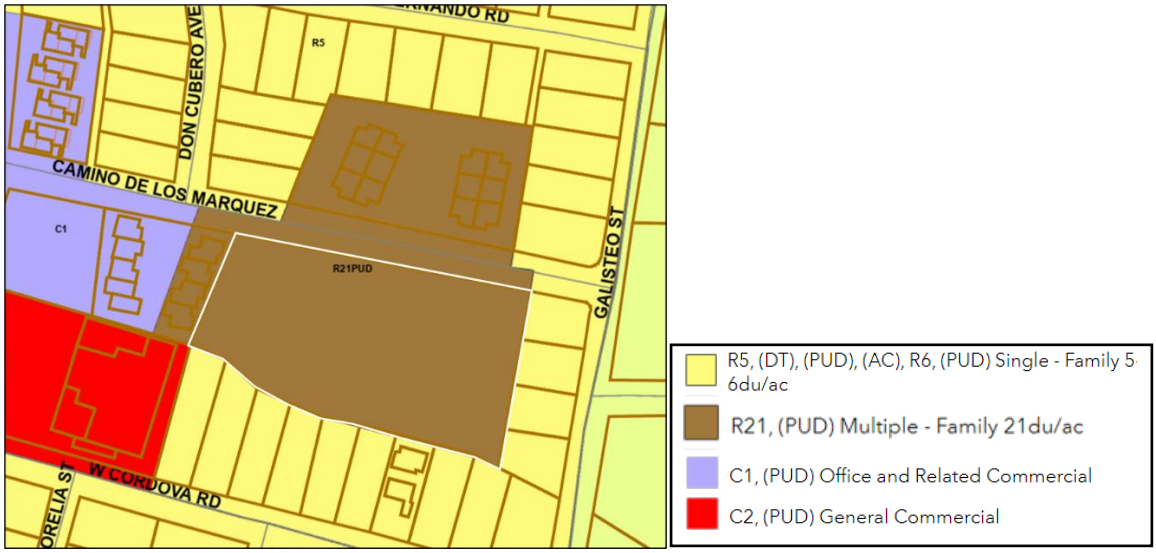
Figure 2: Future Land Use Map



The Land Development Code requires that all rezoning requests be consistent with the General Plan Future Land Use Map (*see* SFCC 1987, § 14-3.5(C)(1)(c)). The HDR designation supports residential densities between 12 and 29 dwelling units per acre, accommodating apartments, condominiums, and other multifamily housing. The LDR designation supports densities between three and seven dwelling units per acre. The Property's current R-21 PUD zoning is consistent with the Future Land Use Map. The proposed R-29 rezoning would also be consistent with the map's HDR designation, since it allows up to 29 dwelling units per acre. Therefore, no General Plan amendment is required. Additionally, the Property is located within the General Plan's designated "Infill Area."

The Zoning Map designation for the Property, and a separately owned parcel to the north, is R-21 PUD. Zoning designations for the adjacent properties to the east and south of the Property are R-5. The C-2 district is adjacent for a small portion of the Property's southwest boundary. The parcel to the west of the Property is designated R-29 PUD and C-1. The City Zoning Map is shown in Figure 3: "Existing Zoning."

Figure 3: Existing Zoning



In 1982, the City approved a 50-unit apartment complex on the Property through a development plan (DP), which was then constructed as the "Axton Apartments." The 1982 development currently remains substantially the same as originally approved (See "Revised Development Plan for Camino De Los Marquez Apartments," attached in Attachment B: *Applicant Materials*). The complex includes a total of 50 units (18 one-bedroom units and 32 two-bedroom units) and 69 parking spaces. The Applicant purchased the Property in 2001 to house temporary seasonal employees and has operated and maintained the apartment complex as such since the purchase. The Applicant also retains a small number of longer-term apartments for non-employee tenants who resided there prior to the Applicant's purchase of the Property.

The Applicant requests to increase the density by rezoning to R-29 to accommodate their future plans of redeveloping the Property to an 83-unit apartment complex. No development plan is included with the current Rezoning application; however, the Applicant has provided a conceptual plan for illustrative example purposes only. If the Rezoning is approved, the Applicant has expressed the intention to demolish the existing structure and redevelop, which would require the Planning Commission's approval. However, it should be noted that the Applicant's intentions regarding future development on the Property is not part of the Governing Body's consideration at this time.

2. Planned Unit Development (PUD)

The Property contains a PUD overlay. In 1962, Ordinance #1962-19 created a special permit for a non-conforming use (a community building and its appurtenant improvements) in the A-1 single family residential zoning district[3]. The ordinance included the Property, as well as some adjacent property to the north and west. In the following years, the A-1 single family residential zone district was replaced with the R-5 single family residential zone district. In 1971, the City amended Ordinance #1962-19 in order to change the zoning from R-5 single family residential to RM-1 PUD, which allowed for "multiple family residential" planned unit developments (*see* Ordinance #1971-16, attached in Attachment B: *Applicant Materials*). This was the initial application of a PUD on the Property. The PUD, as described in the ordinance, contains no special standards or requirements beyond the current applicable Chapter 14 standards. The current request to rezone the Property to R-29 also includes a request to dissolve the PUD on the Property since the PUD only served to place a now-obsolete zone district and apply a PUD that contains no standards or requirements. The Proposal would not change the PUD zoning on the remaining parcels in the PUD, where it would remain in place.

The legal description of the existing Planned Unit Development (PUD) in the original ordinance contains a location error. While the shape of the PUD is correct, it was mapped onto the wrong area, west and northwest of the actual intended site. This error appears to stem from a misreference to a physical landmark, such as a manhole. Staff identified the source of the error and confirmed that the PUD intended to apply to the Subject Property at 214 Camino de los Marquez. The proposed rezoning corrects the location and removes the PUD designation from the Property.

Figure 4: Incorrect PUD Boundaries

[3] *See* Ord. #1962-19, and as amended in Ord. 1971-16.

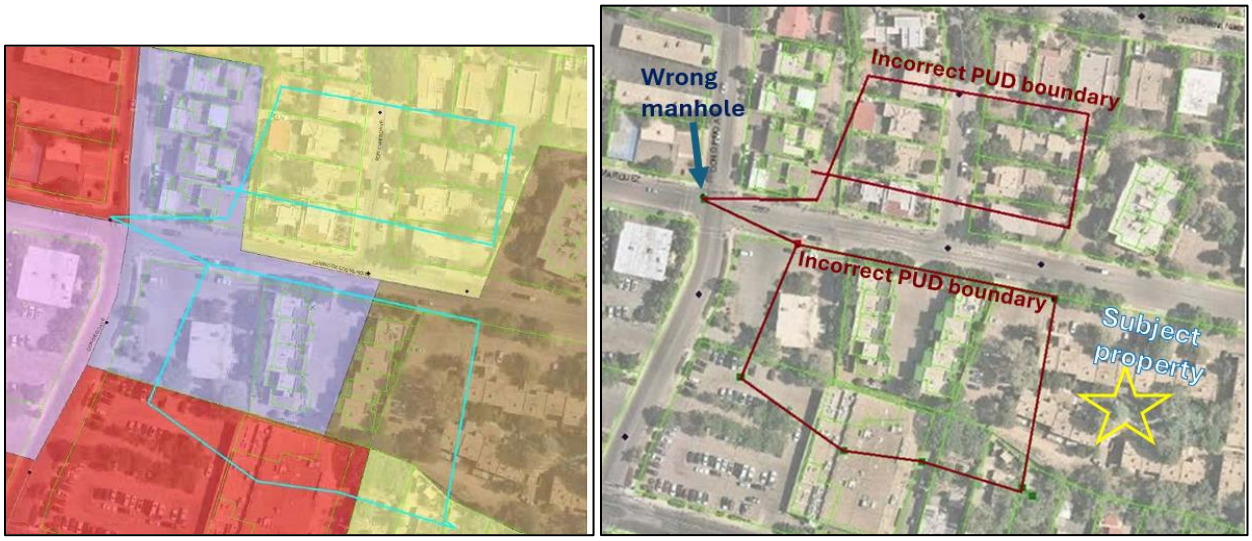


Figure 5: Correct PUD Boundaries (Approximate)



3. Archaeological Review Districts

The Property is located within two additional overlay districts: the Suburban Archaeological Review District and the River and Trails Archaeological Review District. For properties located within these districts, the City Code Section 14-3.13(B)(2) "River and Trails Archaeological Review District" states as follows:

> *In this district, an archaeological clearance permit shall be required prior to approval of the final development plan or plat for the following projects:*

(a) All annexations, rezonings, subdivisions, planned unit developments, or other development requiring approval by the Planning Commission, having over two acres, or having any part lying within the area identified as the Santa Fe Trail.

The Property is larger than two acres (it is 2.5 acres); therefore, this Rezoning request will require an archaeological clearance permit from the Archaeological Review Committee prior to the issuance of any building permit. The Land Use Director has determined that since both districts are present on the Property, the archaeological clearance permit and archaeological monitoring will apply to the entire parcel, not just the portion that lies within the River and Trails Archaeological Review District.

V. Early Neighborhood Notification

The Applicant conducted an Early Neighborhood Notification (ENN) meeting virtually via Zoom Video Communications on July 30, 2024. The primary concerns raised by neighbors related to the proposed level of density included: traffic impacts; parking availability; noise; architectural character; and impacts to views from possible future development on the parcel at the maximum height that could be allowable through Development Plan review. A full summary of the concerns raised by those in attendance, as well as additional comments received (e.g., a neighborhood petition), can be found in Attachment C: *Early Neighborhood Notification (ENN) Materials* and D: *Public Comments*.

VI. Planning Commission

On December 5, 2024, the Commission held a public hearing to review Case #2024-8898, during which the Commission heard reports from City Planning and Land Use Department staff ("Staff"), testimony and evidence from the Applicant, and public comments by interested members of the public. The Commission found that the requested Rezoning was consistent with the General Plan and that all Rezoning approval criteria had been met.

On January 16, 2025, the Commission voted to recommend that the Governing Body approve the Proposal and adopted the Findings of Fact and Conclusions of Law (Attachment E, *Planning Commission Approved Findings of Fact and Conclusions of Law*).

VII. Approval Criteria – Rezoning

City Code Section 14-3.5(A) SFCC 2001 sets forth the procedures for Rezonings. Section 14-3.5(C) requires fulfillment of the Rezoning approval criteria as follows:

(1) The Planning Commission and the Governing Body shall review all rezoning proposals on the basis of the criteria provided in this section, and the reviewing entities must make complete findings of fact sufficient to show that these criteria have been met before recommending or approving any rezoning

Table 1, below, contains analysis of the Rezoning request for Case #2024-8898.

Table 1: Rezoning Criteria

Criterion 1 (14-3.5(C)(1)(a)): one or more of the following conditions exist: **(i) there was a mistake in the original zoning;** **(ii) there has been a change in the surrounding area, altering the character of the neighborhood to such an extent as to justify changing the zoning; or** **(iii) a different use category is more advantageous to the community, as articulated in the general plan or other adopted city plans;**	**Criterion Met: (Yes/No)** **YES**
Applicant's Response: **(i) there was a mistake in the original zoning;** *N/A* **(ii) there has been a change in the surrounding area, altering the character of the neighborhood to such an extent as to justify changing the zoning;** *The most significant and relevant change is the housing shortage that Santa Fe is facing. Increasing the supply of all types of housing is critical to accommodating projected growth and addressing affordability. In addition, a key component of economic development is an adequate supply of housing to support a robust workforce.* **(iii) a different use category is more advantageous to the community, as articulated in the general plan or other adopted city plans.** *Affordable Housing Policy 4-4-G-7:* *The rezoning to R-29 allows for a higher density of residential units, increasing the unit count from 50 to 83. This increase can help alleviate some of the housing shortages in Santa Fe by providing housing for Opera staff, so those individuals do not compete with others seeking housing in the Santa Fe market. Furthermore, in the off-season, the units will be made available for six-month lease terms, which is an important, diverse housing option for visiting professionals, new arrivals, and others with short-term housing needs. Additionally, a fee in lieu of affordable housing will be paid to the Affordable Housing Trust Fund to support future affordable housing efforts.* *Economic Development Strategic Plan:* *The General Plan recognizes that the arts and tourism are essential to the Santa Fe economy as outlined in Sections 9.2.1 and 9.3.1, noting that "…the arts annually account for 25.9 percent of the local economy". The Santa Fe Opera significantly impacts the local and state economy, contributing over $250 million annually. The Opera employs 80 full-time staff year-round, which increases to 750 employees during the season. The Opera's esteemed Apprentice Programs, which train more than 120 young professionals each season, are vital to its operations and mission. This relationship shows the importance of the project in supporting both the artistic and economic vibrancy of the region. Furthermore, increased housing capacity will drive demand for local retail, benefiting area businesses and supporting the local economy.* *In addition, a major theme of the Economic Development Strategic Plan is to diversify and decentralize the economy. Rezoning to R-29 supports economic diversity by facilitating housing that accommodates a diverse population, including the technical and voice apprentices, interns, and other staff associated*	

with the Opera. By providing on-site housing for these groups, the Opera helps ensure that seasonal workers have housing, which in turn supports the local economy by maintaining a stable and diverse workforce. Furthermore, the availability of six-month lease options in the off-season can provide quality, short-term housing for visiting professionals.

Urban Form/Higher Densities - Growth Management Methods 4.1:
"In both 'infill' and 'future growth' areas, the city must encourage higher densities of residential and commercial development than existing zoning often allows. This approach does not necessarily require greater building height but rather greater massing on specifically identified infill sites within the Urban Area."
The rezoning supports the General Plan's emphasis on higher densities and a compact urban form by increasing the allowable density on the Property. This higher density is essential for maximizing land use efficiency in an urban setting, reducing urban sprawl, and supporting walkability and transit-oriented development. By promoting higher-density residential development, the rezoning aligns with the city's vision of creating a more sustainable urban environment.

Community-Oriented Development - Growth Management Methods 4-1-G-3:
"Use a full range of growth management methods to achieve a superior quality of life and to ensure a financially and environmentally sustainable community."
Rezoning to R-29 promotes community-oriented development by integrating the Opera's housing needs within the existing community fabric. The project, enabled by this rezoning, will help meet specific community housing needs, particularly for seasonal workers, without burdening the broader community's housing market. Additionally, by upgrading the Property's built environment and infrastructure, the rezoning ensures that the development will contribute positively to the neighborhood's quality of life.

Compact Urban Form 4-3-G-2:
Rezoning to a higher density supports a more compact urban form by making more efficient use of the land. This is particularly important for infill sites like the Axton Apartments, where existing utility and roadway infrastructure can be leveraged without the need for extensive new development. This efficient use of land and infrastructure is a key goal of the General Plan, helping to reduce the environmental impact of development and supporting more sustainable urban growth.

Mix of Housing Types in All Neighborhoods (3.3 Land Use Framework):
"Future Land Use (Figure 3-2) illustrates neighborhoods with integrated housing types, designed to locate a larger share of residences close to transit and neighborhood centers."
The subject Property is in a diverse neighborhood of single-family lots, multi-family, institutional uses, and commercial development. Maintaining the multi-family use of the Property, yet at higher density, sustains this diversity. Furthermore, access to public transit, services, and employment make the site an ideal infill location for multi-family development.

Staff Response:

(i) Staff finds that there is no mistake in the current R-21 PUD zoning. However, the adopted 1999 General Plan classification of HDR on the vast majority of the Property supports even greater density than this zoning district allows, and the General Plan gives policy direction to encourage infill development within the City (*see 4-4 – Growth Management – The Urban Area*; Policy 4-4-G-1: "*Promote infill residential development in the same historical pattern as has traditionally occurred, to make more efficient use of existing infrastructure*."). The proposed R-29 zoning would better achieve the General Plan's intention for high density multifamily housing and infill development to be located in this area.

(ii) After reviewing historical aerial photography of the neighborhood, Staff finds that the neighborhood retained largely the same mix of uses and land development pattern since at least 1992. This neighborhood contains a mix of single-family residences on small parcels, multifamily residential developments, and commercial buildings with surface parking lots. Some multifamily developments have been constructed in the neighborhood since the 1971 PUD, which brought a small amount of incremental change; however, the general character remained consistent. The neighborhood character in this area has been relatively stable for the last several decades. As such, Staff finds that the character of the neighborhood has not changed to such an extent as to justify changing the zoning. Additionally, Staff disagrees with the Applicant's response that the city-wide housing shortage constitutes a change in the character of the surrounding area.

(iii) The Applicant has largely responded to this criterion based on a future development concept that is not part of the current request and, therefore, cannot be considered in analyzing how the proposed Rezoning meets the required criteria. It is improper to base a relatively permanent zoning decision on impermanent factors such as the current ownership - or on proposed elements that may never come to fruition and are not bound by this application, such as the potential tenants, possible architectural elements or appearance, conceptual lease-duration programs, or the possible nature of work done by a development's potential clientele. Since no development plan or master plan has been included in this Rezoning request, the rezoning analysis must strictly be limited to the elements of the Rezoning request.

That said, Staff finds that a different use category (in this case, R-29 zoning) would allow for greater density and therefore be more advantageous in that it will enhance compliance with the General Plan policies; specifically, the themes and policies relating to higher densities, compact urban form, infill as growth management, and allowing for a mix of housing types. The additional density included in this rezoning request has the potential to provide long-term, permanent housing solutions in the center of the city where infrastructure is already present. Additionally, the General Plan has identified this area as an appropriate location for future infill development, and a higher density could incentivize the infill redevelopment in close proximity to employment and services.

Criterion 2 (14-3.5(C)(b)): all the rezoning requirements of Chapter 14 have been met;	**Criterion Met: (Yes/No)** **YES**

Applicant's Response:
The rezone requirements specified in §14-3.1 and §14-3.5 are addressed below.

Staff Response:
Staff finds that the rezoning requirements of Chapter 14 have been met: specifically, §14-3.1 "Applicable General Provisions" (the authority to file; form of the application; fees paid; pre-application conference and ENN requirements, sign posting and public notice) and the provisions, procedures, and additional requirements of §14-3.5 "Rezonings."

Criterion 3 (14-3.5(C)(1)(c)): the rezoning is consistent with the applicable policies of the general plan, including the future land use map;	**Criterion Met: (Yes/No)** **YES**

Applicant's Response:
The Property is designated as High-Density Residential on the Future Land Use Map, which supports the requested R-29 zoning. This designation is intended to accommodate higher-density residential developments, making the proposed rezoning fully consistent with the city's long-term land use planning.

The rezoning to R-29 supports the creation of more housing, thereby supporting affordability in the market (Policy 4-4-G-7), by increasing the number of available units on the Property from 50 to 83. This increase directly contributes to addressing the housing shortage in Santa Fe. Additionally, the project includes a payment in lieu of affordable housing, which further supports future affordable housing initiatives.

Rezoning to R-29 supports economic diversity (Theme in the Economic Development Strategic Plan) by providing housing for a diverse population, including technical and voice apprentices, and interns with the Opera. This helps maintain a stable and diverse workforce, which is crucial for the local economy. By offering housing, the Opera reduces the demand for seasonal and low-income housing in the broader market, thereby supporting economic stability and diversity.

The rezoning aligns with the policy of encouraging higher densities in both infill and future growth areas (Growth Management Methods 4.1). By allowing a higher density of residential units, the rezoning promotes a more compact urban form, which is a key goal of the General Plan. This approach maximizes land use efficiency, reduces urban sprawl, and supports sustainable urban development.

Rezoning to R-29 fosters community-oriented development (Growth Management Methods 4-1-G-3) by addressing specific housing needs within the community, particularly for seasonal workers associated with the Opera. The rezoning ensures that the development is integrated into the existing community fabric and contributes to the overall quality of life in the neighborhood. Upgrading the Property's infrastructure as part of the rezoning further enhances the community's living conditions.

The rezoning supports a compact urban form (Policy 4-3-G-2) by allowing for higher-density development on an infill site. This makes efficient use of existing land and infrastructure, reducing the need for new development on the city's outskirts. This policy is consistent with the General Plan's goal of promoting sustainable growth and reducing the environmental impact of urban development.

Provision of a Mix of Housing Types (Growth Management in the General Plan). The rezoning allows for the development of a mix of housing types. This aligns with the General Plan's objective of providing a diverse range of housing options in all neighborhoods. By offering a variety of housing types, the

rezoning promotes a balanced socioeconomic profile within the community, catering to different household sizes and income levels.

The rezoning supports policies for the Arts and Tourism (Sections 9.2.1 and 9.3.1): The Santa Fe Opera, contributing over $250 million annually to the local economy, is essential to Santa Fe's arts and tourism sectors. Rezoning supports the Opera's Apprentice Programs, crucial to its operations and the region's economic diversity. Increased housing capacity will also boost demand for local retail, further benefiting businesses in the area.

Staff Response:
The City Code does not allow the Commission to consider the potential economic impacts of a specific future development on the subject Property or the potential form of construction or type of future users that would be served. No development plan or master plan has accompanied the rezoning request, so the financial benefits to the community from a current Property owner cannot be assessed in addressing this criterion.

Based solely on the Rezoning request, Staff finds that the proposed Rezoning aligns with the applicable policies of the General Plan, including the Future Land Use Map. The zone district proposed in this request (R-29) allows for greater density in an area identified in the Future Land Use Map as High Density Residential, which is intended to accommodate densities between 12 and 29 dwelling units per acre, providing for "*apartments, condominiums, and other forms of multifamily housing*." Specifically, a density of 29 dwelling units per acre could potentially advance the goals or policies of providing a mix of housing types, since market forces would likely encourage building to the maximum density allowed. Rezoning could also facilitate infill development and the use of existing infrastructure, which reduces urban sprawl and the need for greenfield development.

Criterion 4 (14-3.5(C)(d)): the amount of land proposed for rezoning and the proposed use for the land is consistent with city policies regarding the provision of urban land sufficient to meet the amount, rate and geographic location of the growth of the city;	**Criterion Met: (Yes/No)** **YES**

Applicant Response:
The rezoning is consistent with the City's policies regarding the provision of urban land sufficient to meet the projected growth in both population and housing demand. This consistency is reflected in several key aspects of the General Plan, particularly regarding infill development, higher densities, and sustainable urban growth.

General Plan Figure 4-4, Urban Sub-Areas, designates the subject Property and surrounding area as an "Infill Area." General Plan Section 4.1 states, "In both 'infill' and 'future growth' areas, the city must encourage higher densities of residential and commercial development than existing zoning often allows" to help "create efficient use of already existing roads and utilities, help ensure cost-efficient public transit, and provide the type of housing that will be in demand…".

The rezoning proposal supports the city's policy of maximizing the efficiency of existing urban infrastructure. By increasing the density of a Property within an established urban area, the city can accommodate growth without the need to extend roads, utilities, or other public services into undeveloped areas. This not only aligns with sustainability goals, but also helps manage the rate of growth in a manner consistent with long-term city planning. The size of the land proposed for rezoning

is adequate to support an increase in housing units while remaining within the capacity of the current infrastructure, which is vital for balanced and manageable urban growth.

The rezoning is also consistent with the city's policy to ensure that the supply of urban land meets long-term housing demand, thereby supporting sustained population growth. By rezoning for higher density, the city is not just responding to immediate tenant needs, but is planning for future demand. This strategic approach ensures that as the population grows, there is adequate housing available in desirable locations, contributing to economic stability and urban vitality.

Staff Response:
Staff agrees with the Applicant's response. The amount of land, at 2.50 acres is one of the largest parcels in the vicinity. Staff finds that rezoning the subject parcel could provide for housing needs in the center of the City where infrastructure already exists and reduce the pressure to accommodate such growth at the edges of the City.

If the subject Property is rezoned to R-29, a future residential development on this 2.50-acre site could potentially allow a maximum of 72.5 (rounded down to 72) dwelling units. Any future residential development on the subject Property will have to comply with the Affordable Housing ordinance, based on the number of proposed dwelling units. A density bonus of 15% can also be utilized, depending upon the provision of affordable housing units or a fee-in-lieu.
Additionally, 14-3.5(C)(2)(b) prohibits a rezoning if the rezoning will *"affect an area of less than two acres, unless adjusting boundaries between districts."* The Applicant's request is to rezone 2.50 acres. Staff finds that Criterion 4 (14-3.5(C)(1)(d)) is met.

Criterion 5 (14-3.5(C)(1)(e)): the existing and proposed infrastructure, such as the streets system, sewer and water lines, and public facilities, such as fire stations and parks, will be able to accommodate the impacts of the proposed development.	**Criterion Met: (Yes/No)** **YES**

Applicant's Response:
Water and Sewer Capacity:
Utility Service Applications have been submitted to the Water and Wastewater Divisions and we are awaiting their response.

Public Schools:
With respect to school capacity, Santa Fe Public Schools responded as follows per the attached email: "We do not have objections to this redevelopment, and we will take the notification of the additional 33 units into consideration for our school planning."

Park Capacity:
The proposed rezoning and redevelopment of the parcel are well-supported by the proximity to a variety of public parks, providing residents with ample recreational options within walking distance. Cornell/Rose Park (1.54 acres) is a neighborhood park just 625 feet from the site, while Salvador Perez Park, a larger community park (11.95 acres), is a short 0.25-mile walk from the Property. The park is equipped with a variety of amenities, including two tennis courts, picnic tables, play equipment, a park shelter, three baseball fields, a soccer field, volleyball court, concession stand, restrooms, a multi-purpose field, and a recreation center with an indoor swimming pool. Additionally, there is the adjacent Salvador Perez Dog Park, a 0.57-acre neighborhood park. Combined, these parks total 13.93 acres and are all within 0.25 miles of the site, offering residents convenient access to green spaces and outdoor

activities, which enhances the appeal of the higher-density development and supports a high quality of life for future residents.
A request for confirmation of park capacity was forwarded to the Parks Division on August 20, 2024 and we are awaiting their response.

Public Transportation:
The proposed rezoning to R-29 is well-supported by the proximity of adequate public transportation options, which can effectively accommodate a maximum-density buildout of the Property. The parcel's location offers convenient access to multiple bus routes, ensuring that future residents have reliable public transportation options that align with the city's goals for sustainable urban growth and reduced dependency on personal vehicles.
A Route 6 bus stop is 400 feet from the site on Galisteo St. There are two Route 4 bus stops approximately 450 feet from the Property on Don Diego near the intersection with Camino de los Marquez.

Emergency Services:
The Santa Fe Police Department reviewed the proposal and determined it will have no impact on their call volume in this location based on historical records concerning police calls for services. See the attached response document.
The Santa Fe Fire Department reviewed the proposal and provided the requested information to our Land Use case manager.

Road Capacity:
A Site Threshold Assessment was conducted (attached) and the proposed addition of 33 dwelling units does not meet the threshold for a Traffic Impact Analysis, because it is understood that such low traffic generation will have a negligible impact on the roadway network.

Staff Response:
Code section 14-3.5(C)(e) requires that "the existing and proposed infrastructure, such as the street system, sewer and water lines, and public facilities, including fire stations and parks, must be able to accommodate the impacts of the proposed development." As stated in the Applicant's response, the Applicant contacted each of the infrastructure/utility providers as well as the providers of public facilities and services, such as schools and emergency response. Each provider, with the exception of the Wastewater Division, stated no objection to the proposed Rezoning and indicated general capacity in their respective systems or facilities (*see* Attachment A: *DRT [Development Review Team] Comments*).

City water facilities currently serve the Property, and this will continue if the Rezoning is approved. The City's water division has assessed that there is adequate capacity in the existing lines to provide service to the proposed density of the R-29 zoning district. The water division has requested that, as part of any future development plan for the subject Property, the Applicant submit a Water Plan and an Agreement to Construct and Dedicate for review and acceptance (*see* Attachment A: *DRT Comments*).

City sewer facilities currently serve the Property, and this will continue if the Rezoning is approved. During the Development Review Team (DRT) process, the City's wastewater division staff identified that the sewer line that currently serves the Property is compromised. The existing rock-built manhole was

built in 1939 and is not structurally stable or safe to enter (see Attachment A: DRT Comments). Given these issues with the sewer line and manhole, the additional density requested in the Proposal cannot be supported by the existing infrastructure at this Property unless the Applicant makes certain repairs to the manhole and sewer line. The repairs would allow the line and manhole to accommodate the anticipated impacts of the new proposed density.

Therefore, the Applicant must repair the manhole and sewer line if the Rezoning is approved. Section 14-3.5(D)(1) states that "If the impacts of the proposed development or Rezoning cannot be accommodated by the existing infrastructure and public facilities, the city may require the developer to participate wholly or in part in the cost of construction of off-site facilities in conformance with any applicable city ordinances, regulations or policies…" To remedy the deficiency, the Applicant worked with the City Wastewater Division to identify a solution. The Applicant obtained and submitted an engineer's estimate for repairing both the line and the manhole, which the City's wastewater engineer approved. The Applicant also submitted a financial guarantee and funds into escrow with the City that are sufficient to cover the cost of line and manhole repair (see Attachment B: *Applicant Materials*). If the Rezoning request is denied, the funds will be returned to the Applicant, as there will be no new potential density for which any impacts will need to be accommodated. If the Rezoning request is approved, the Applicant will be required to repair the line and manhole to the City's satisfaction (and warranty the work) prior to the permitting of any demolition or development of the subject Property. The City would provide the necessary permits and inspect the finished product. If the Applicant does not complete the agreed-upon work, or does not complete the work to City standards, the City has the right to utilize the funds to complete the work. Without this repair work, the Rezoning would fail to meet this criterion as the existing infrastructure could not accommodate the impacts of the proposed additional density.

Given the responses received from the DRT agencies, and the security of the financial guarantee and the Applicant's commitment to completing the sewer repair work, Staff finds that the existing and proposed infrastructure such as the streets system, sewer and water lines, as well as the public facilities such as fire stations and parks, will be able to accommodate the impacts of the proposed development and, therefore, Criterion 5 (14-3.5(C)(1)(e)) is met.

Criterion 6 (14-3.5(C)(2)): Unless the proposed change is consistent with applicable general plan policies, the planning commission and the governing body shall not recommend or approve any rezoning, the practical effect of which is to: **(a) allow uses or a change in character significantly different from or inconsistent with the prevailing use and character in the area;** **(b) affect an area of less than two acres, unless adjusting boundaries between districts; or** **(c) benefit one or a few landowners at the expense of the surrounding landowners or general public.**	**Criterion Met: (Yes/No)** **YES**

Applicant's Response:
This rezone request not only complies with the Property's Future Land Use Map designation of High-Density Residential, but it also embodies many of the Plan's themes and policies with respect to infill, compact urban form, economic development, and support for the arts. Therefore, the criteria above are not applicable to this application.

Staff Response: Staff Agrees with the Applicant's response. The proposed change is consistent with applicable General Plan policies and themes discussed above, for the following reasons:

(a) The prevailing use and character of the area is a mix of single-family and multi-family residential. Low-intensity commercial uses are also present in the vicinity. A density increase to R-29 is consistent with the density that was contemplated in and established by the Future Land Use Map.
(b) The Property is greater than two acres.
(c) The adjacent land use patterns for the area are consistent with the General Plan policies. The proposed density is more intense than that of some nearby multifamily developments; however, Staff finds that the level of infill made possible by the Rezoning is, overall, beneficial to the City and consistent with the General Plan. Staff finds that the Rezoning would not take place at the expense of the surrounding landowners or general public, as this neighborhood already contains multifamily developments at a density greater than single-family homes. That said, it is important to note that the character (height, massing, siting, etc.) of any specific future development on the Property will be subject to the applicable discretionary review processes and must meet all criteria related to compatibility with the existing development in the neighborhood. A parcel of this size has the potential to significantly influence neighborhood character and its development should blend in with the existing historic character of the South Capitol neighborhood and Cordova Road corridor. When the Property is reviewed for a Development Plan in the future, consideration will be given to visual impacts to adjacent single-family areas along Galisteo Avenue, including landscape buffering in those areas. Staff finds that Criterion 6 (14-3.5(C)(2)) is met.

VIII. Conclusion

The Applicant has complied with all application process requirements for a Rezoning as described in the City Code:

a) The Applicant complied with the following steps required by the Santa Fe City Code:

1) Pursuant to 14-3.1(E) "Pre-application," the Applicant conducted a pre-application conference on July 11, 2024.

2) Pursuant to 14-3.1(F) "Early Neighborhood Notification" (ENN) the Applicant conducted one ENN on July 30, 2024.

3) The Applicant has addressed the Rezoning Approval Criteria per Section 14-3.5(C) "Approval Criteria."

Staff and the DRT have analyzed the Proposal and found that it meets all applicable Code criteria. The Land Use Department recommends APPROVAL of the Proposal.

IX. Attachments

A. *Development Review Team (DRT) Comments*
B. *Applicant Materials*
C. *Early Neighborhood Notification (ENN) Materials*
D. *Public Comments to Planning Commission*
E. *Planning Commission Approved Findings of Fact and Conclusions of Law*

Signature: Elisa D. Montoya
Elisa D. Montoya (Apr 25, 2025 08:35 MDT)

Email: edmontoya1@santafenm.gov

Signature:

Email: hllamboy@santafenm.gov

///, 2025

Governing Body

Case 2024-8898: 214 Camino De Los Marquez Rezoning

ATTACHMENT A

Development Review Team (DRT) Comments

Development Review Team (DRT)
Comment Form

Date: 9/5/24

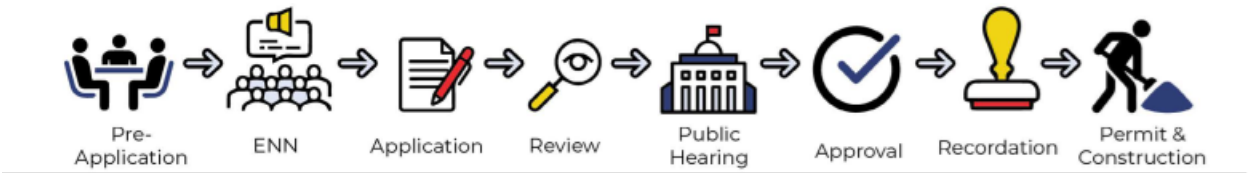
DRT Member: Dee Beingessner

Dept/Div: Land Use/Engineering

Case No.: Case #2024-///: ///

Case Planner: Janice Biletnikoff, AICP

Development Review Process Flow Chart



*See the *2024 Development Review Schedule* for details

Conditions of Approval and Technical Corrections Tables

Review by this division/department has determined that this application will meet applicable standards if the following Conditions of Approval and Technical Corrections are met:

Conditions of Approval:	**Must be completed by:**	**Applicant Response**:**
1. No comments on this rezoning. Comments will be provided when plans are submitted.		
2.		
3.		
4.		
5.		
6.		

Technical Corrections:	**Must be completed by:**	**Applicant Response**:**
1.		
2.		
3.		
4.		

***The Applicant must respond to the condition of approval or technical correction, indicating they have met the requirement and providing a reference in their revised submittals. If the applicant has not met the requirement, they must indicate as much and provide a response.*

The applicant should be aware that the following code provisions or other requirements will apply to future phases of development of this project:

1. [list any additional items]
2.

Form Updated: March 2024

Development Review Team (DRT)
Comment Form

Date: August 2, 2024

DRT Member: Geronimo Griego, Fire Marshal

Dept/Div: Fire Prevention Divisions

Case No.: 2024-8898 214 Camino De Los Marquez Rezoning

Case Planner: Janice Biletnikoff, AICP

DRT Review Schedule – 9-12+ weeks*

Initial DRT Comments are due to the case planner within three weeks of the *DRT Application Intake* meeting. Initial DRT review should confirm that the application is complete (i.e. Water Budget has been submitted) and/or identify additional submittals or corrections (i.e. Water Budget needs revision). The case planner will review and convey all *Initial DRT Comments* to the applicant via a *Review Memo*. The applicant must respond to all *Initial DRT Comments* and submit a revised application for Final Review. *Final DRT Comments* are due to the case planner within two weeks of receipt of the revised application. The case planner will review and convey all *Final DRT Comments* to the applicant in a *Final Review Memo*. The complete DRT Review Timeline can range from 9-12+ weeks, depending on the complexity and quality of the application and the total number of applications under review.



Timing of Conditions of Approval + Technical Corrections

While all DRT conditions of approval and technical corrections must be met by the applicant, the timing of compliance varies. In the "Must be completed by" column in the following tables, please time your conditions of approval and technical corrections to the following development review stages:

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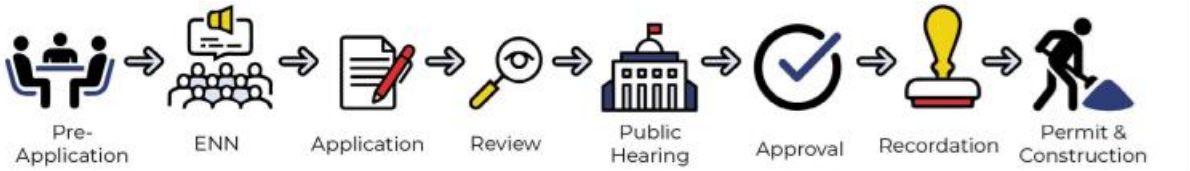
d. *At the time of Construction* – these conditions/technical corrections can be addressed during the construction and inspection processes.

Form Updated: March 2024

Development Review Process Flow Chart



*See the *2024 Development Review Schedule* for details

Conditions of Approval and Technical Corrections Tables

Review by this division/department has determined that this application will meet applicable standards if the following Conditions of Approval and Technical Corrections are met:

Conditions of Approval:	**Must be completed by:**	**Applicant Response**:**
1. Shall provide proposed building heights.	Prior to Public Hearing	
2. Shall verify fire sprinkler system.	Prior to Public Hearing	
3. Shall provide proposed hydrant locations	Prior to Public Hearing	
4. Shall provide apparatus access road widths.	Prior to Public Hearing	
5.		
6.		

Technical Corrections:	**Must be completed by:**	**Applicant Response**:**
1.		
2.		
3.		
4.		

***The Applicant must respond to the condition of approval or technical correction, indicating they have met the requirement and providing a reference in their revised submittals. If the applicant has not met the requirement, they must indicate as much and provide a response.*

The applicant should be aware that the following code provisions or other requirements will apply to future phases of development of this project:

1. [list any additional items]
2.

Explanation of Conditions or Corrections (if needed):

(see following pages for notes required)

Form Updated: March 2024

From: GRIEGO, GERONIMO G.
To: BILETNIKOFF, JANICE I.
Subject: Re: DRT Review Requested: Case 2024-8898 214 Camino De Los Marquez Rezoning
Date: Wednesday, August 21, 2024 2:35:02 PM
Attachments: image001.png

Yes, that makes sense. I don't have issues with the rezoning. Sorry for the confusion on my part.

Get Outlook for iOS

From: BILETNIKOFF, JANICE I. <jibiletnikoff@santafenm.gov>
Sent: Wednesday, August 21, 2024 2:08:00 PM
To: GRIEGO, GERONIMO G. <gggriego@santafenm.gov>
Subject: RE: DRT Review Requested: Case 2024-8898 214 Camino De Los Marquez Rezoning

Hi, Geronimo-
Just to clarify: the info needs that you've identified in your response letter will be provided in their future application for the Development Plan (once they've decided on what to build there).

The current request is just for the Rezoning – which will allow the landowner to increase the density and therefore their draw upon SFFD resources (i.e., 33 more units to respond to). Considering the increased households, are you OK with this potential increase in demand on SFFD capacity? I don't know how you guys calculate carrying capacity for emergency response, so I rely on you to inform us if there's not enough space in your current system. I apologize that I wasn't clearer about this initially.

Thank you,
Janice

Janice Biletnikoff, AICP
Long-Range Strategic Planner
Planning & Land Use Department
City of Santa Fe
(505)955-6325
jibiletnikoff@santafenm.gov

Development Review Team (DRT)
Comment Form

Date: 9/6/2024

DRT Member: Leah Yngve

Dept/Div: PW/MPO

Case No.: **Case #2024-8898. 214 Camino De Los Marquez Rezoning.**

Case Planner: Janice Biletnikoff

Conditions of Approval and Technical Corrections Tables

Review by this division/department has determined that this application will meet applicable standards if the following Conditions of Approval and Technical Corrections are met:

Conditions of Approval:	**Must be completed by:**	**Applicant response:**
1.	Prior to Public Hearing	
2.	Prior to Public Hearing	

Technical Corrections:	**Must be completed by:**	**Applicant Response:**
1. 10 bicycle parking spaces are required achieved by 5 inverted U style racks and installed per specifications in code (below)	Prior to Public Hearing	
2.	Prior to Public Hearing	
3.	Prior to Public Hearing	

Explanation of Conditions or Corrections (if needed):

TABLE 14-8.6-3: General Off-Street Bicycle Parking For all uses except hotels or motels	
Automobile Parking Spaces Required	**Bicycle Spaces Required**
0—5	4
5—15	6
16—50	8
51—100	10
100 or more	12

Exhibit D Bicycle Rack Standards and Dimensions

(Subsection 14-8.6(E))

Racks:

- Inverted U type bicycle racks are the required bicycle parking rack.

Form Updated: September 2023

• Each rack must be securely anchored and accommodate a bicycle frame where one wheel can be locked to the rack with a high security, U-shaped shackle lock if both wheels are left on the bicycle.
• A space of two (2) feet by six (6) feet (12 square feet) must be provided for each required bicycle parking space so that a bicycle six (6) feet long can be securely held with two points supported so that the bicycle cannot be pushed, or fall in a way that would damage the bicycle frame, wheel, or components.
• All racks must provide two points of contact with the frame at least 6" apart horizontally.
• If a bicycle corral is sought within a public street right-of-way, all design elements shall be developed in coordination with and approved by the city of Santa Fe public works department and parking division.

Distance to other racks:

• Racks placed parallel to each other (side by side) must be at least thirty-six (36) inches apart, this includes rack units sold as multiple units attached together.
• Racks aligned end to end must be at least ninety-six (96) inches apart.

Distance from wall:

• Racks placed perpendicular to a wall must be at least forty-eight (48) inches from the wall to the nearest vertical component of the rack.
• Racks parallel to a wall must be at least thirty-six (36) inches from the wall.

Distance from curb:

• Racks placed perpendicular to a curb must be at least forty-eight (48) inches from the curb to the nearest vertical component of the rack.
• Racks placed parallel to a curb must be at least twenty-four (24) inches from the curb to the rack.

Distance from pedestrian aisle:

• Rack units perpendicular to a pedestrian aisle must be at least forty-eight (48) inches from the rack to the edge of the aisle, and the pedestrian aisle should be at least sixty (60) inches wide.

Parking and maneuvering areas:

• Each required bicycle parking space must be accessible without needing to move another bicycle.
• There must be an aisle of at least five (5) feet wide behind all required bicycle parking to allow for maneuvering of the bicycle. Where bicycle parking is next to a sidewalk, the maneuvering area may extend into the sidewalk.
• The area devoted to bicycle parking must be hard surfaced.

From: MCDONALD, MELISSA A.
To: BILETNIKOFF, JANICE I.
Subject: FW: 214 Camino de los Marquez Rezone
Date: Friday, August 30, 2024 9:50:59 AM
Attachments: image001.png
image002.png

Hi Janice—
I'm satisfied with the increase in density and the distance to parks. I've never been asked to validate this further. Please let me know what you need from me.

Hope you have a great vacation, and we'll talk when you're back!

Thanks,
Melissa

Melissa McDonald, PLA
Parks and Open Space Division Director
mamcdonald@santafenm.gov
505-303-9502

CITY OF SANTA FE
PARKS & OPEN SPACE

From:	VALDEZ, BENJAMIN P.
To:	Lauren McAllister; BARNETT, LAWRENCE
Cc:	jennifer@jenkinsgavin.com; BILETNIKOFF, JANICE I.
Subject:	Re: New Residential Development
Date:	Friday, August 16, 2024 1:46:40 PM
Attachments:	image001.png

Good afternoon Lauren,

I reviewed the proposal and it should have no impact on our call volume in this location based on historical records concerning police calls for services.

This of course can change based on the conduct of the residential occupants, but we have ordinances (Nuisance Abatement) that can be used to address those concerns if they arise.

Thank you,

Ben Valdez
Deputy Chief of Police / Administration
Santa Fe Police Department
Office # 505-955-5040





From: Gabe Romero
To: Jennifer Jenkins
Cc: Lauren McAllister; BILETNIKOFF, JANICE I.; ebostwick@sfps.k12.nm.us
Subject: Re: [EXTERNAL SENDER] New Residential Development
Date: Wednesday, August 14, 2024 1:50:57 PM
Attachments: image001.png

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Jennifer,

We do not have objections to this redevelopment, and we will take the notification of the additional 33 units into consideration for our school planning.

Thank You,

Gabe D. Romero
Executive Director of Operations
Office# (505) 467-3414

Date: September 9, 2024

DRT Member: Leroy N. Pacheco, PE and Philip Gallegos, PE (Wilson & Company)

Dept/Div: Public Works/Traffic

Case No.: 214 Camino de los Marquez Case 2024-8898

Case Planner: Janice Biletnikoff, AICP – Long Range Strategic Planner

---

Conditions of Approval and Technical Corrections Tables

Review by this division/department has determined that this application will meet applicable standards if the following Conditions of Approval and Technical Corrections are met:

Case #

Conditions of Approval:	**Must be completed by:**	**Applicant response**:**
1.		
2.		
3.		
4.		
5.		
6.		

Technical Corrections:	**Must be completed by:**	**Applicant response**:**
1. None for the Rezone Approval (see note below)	N/A	
2.		
3.		
4.		

**The Applicant must respond to the condition of approval or technical correction, indicating they have met the requirement and providing a reference in their revised submittals. If the applicant has not met the requirement, they must indicate as much and provide a response.

The applicant should be aware that the following code provisions or other requirements will apply to future phases of development of this project:

1. Should the rezone be approved, a traffic study that considers the entire 83-unit proposed development will be required prior to the development's master plan development approval goes to planning commission.
2. City of Santa Fe Building Code, Chapter 23-3.2 states that before commencement of any new construction, it is **mandatory** for the owner to obtain approval from the public works department for any driveway curb cut or sidewalk crossing. This approval must be issued **before** a building permit for such new construction is approved.

Explanation of Conditions or Corrections (if needed):

(see following pages for notes required)

From: HOLLAND, TOWNSEND S.
To: Lauren McAllister
Cc: jennifer@jenkinsgavin.com; BILETNIKOFF, JANICE I.
Subject: RE: Waste Water Application- Camino de Los Marquez
Date: Friday, August 30, 2024 5:16:08 PM
Attachments: image001.png

I have reviewed the available video for the sewer lines that serves this site and further downstream. Overall, there does not appear to be a capacity issue of the existing system to serve the additional dwelling units. However, the 8-inch concrete sewer line that starts at the site is holding water. The pipe is over ½ full. We are going to video the line again as the video I had was older. As it is now, I would not allow any addition flows into this line.

We will try to get the line videoed ASAP

T. Stanley Holland, P. E.
Wastewater Division
73 Paseo Real
Santa Fe,New Mexico 87507
505-955-4637
tsholland@santafenm.gov

Development Review Team (DRT)
Comment Form

Date: October 3, 2024

DRT Member: Stan Holland P.E.

Dept/Div: Utilities/Wastewater

Case No. 2024-8898 – Camino de Los Marquez

Case Planner: Janice Biletnikoff, AICP

DRT Review Schedule – 9-12+ weeks*

Initial DRT Comments are due to the case planner within three weeks of the *DRT Application Intake* meeting. Initial DRT review should confirm that the application is complete (i.e. Water Budget has been submitted) and/or identify additional submittals or corrections (i.e. Water Budget needs revision). The case planner will review and convey all *Initial DRT Comments* to the applicant via a *Review Memo*. The applicant must respond to all *Initial DRT Comments* and submit a revised application for Final Review. *Final DRT Comments* are due to the case planner within two weeks of receipt of the revised application. The case planner will review and convey all *Final DRT Comments* to the applicant in a *Final Review Memo*. The complete DRT Review Timeline can range from 9-12+ weeks, depending on the complexity and quality of the application and the total number of applications under review.



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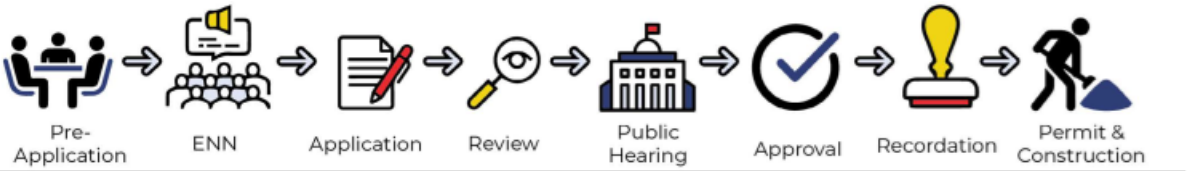
Form Updated: March 2024

Development Review Process Flow Chart



*See the *2024 Development Review Schedule* for details

Conditions of Approval and Technical Corrections Tables

Review by this division/department has determined that this application will meet applicable standards if the following Conditions of Approval and Technical Corrections are met:

The Wastewater Division received a Utility Sewer Service Application on August 20, 2024, from the Jenkin Gavins company for the Camino de Los Marquez project. We were informed the project was to redevelop the property to 83 units, increasing it by 33 units. The request was for the confirmation of adequate capacity of the existing public sewer system to serve the additional population they were proposing under the new density.

The Wastewater Division conducted a new T.V. of the public sewer line serving the property and inspected several manholes. We also had some previous videos of the same lines. The section of sewer line the property connects with starts at a terminal manhole and goes downstream approximately 125 feet to where the sewer line connects to another sewer manhole. There is a belly in the downstream section of sewer line where the camera went under water and the downstream sewer manhole is a relic from 1939. It is built with rocks and has a service line which sprays water into the manhole. The manhole is not constructed to current standards and not safe to enter.

Based upon this information the Wastewater Division will not approve the introduction of 33 additional units. To do so the existing rock sewer manhole will need to be replaced, and a section of the existing sewer line will need to be replaced.

Chapter 22 - Sewers

22-5.1 - Determination of Necessity.

Prior to the development or improvement of any property which may cause the generation of wastewater, the owner shall request a review by the division. The division shall provide a written response which shall establish the necessity for connection to the POTW, assess the availability of sanitary sewer service in the area and cite the conditions under which wastewater collection and treatment service may be provided by the city. This city's written response shall be obtained by the owner prior to the commencement of the design of any sanitary sewer improvements affecting the property.

(Ord. #1997-3, § 27)

Chapter 14 – Land Development

14-3.5 - REZONINGS

(C) Approval Criteria (1) (e)

The existing and proposed infrastructure , such as the streets system, sewer and water lines, and public facilities, such as fire stations and parks, will be able to accommodate the impacts of the proposed development .

14-3.5 - REZONINGS

Additional Applicant Requirements (D) (1)

If the impacts of the proposed *development* or rezoning cannot be accommodated by the existing *infrastructure* and public facilities, the *city* may require the developer to participate wholly or in part in the cost of construction of off-site facilities in conformance with any applicable *city* ordinances, regulations or policies

***The Applicant must respond to the condition of approval or technical correction, indicating they have met the requirement and providing a reference in their revised submittals. If the applicant has not met the requirement, they must indicate as much and provide a response.*

Form Updated: March 2024

Development Review Team (DRT)
Comment Form

Date: October 3, 2024

DRT Member: Stan Holland P.E.

Dept/Div: Utilities/Wastewater

Case No. 2024-8898 – Camino de Los Marquez

Case Planner: Janice Biletnikoff, AICP

DRT Review Schedule – 9-12+ weeks*

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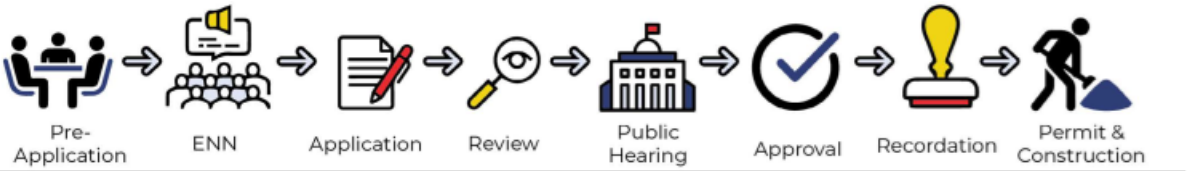
Form Updated: March 2024

Development Review Process Flow Chart



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(Ord. #1997-3, § 27)

Chapter 14 – Land Development

14-3.5 - REZONINGS

(C) Approval Criteria (1) (e)

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14-3.5 - REZONINGS

Additional Applicant Requirements (D) (1)

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***The Applicant must respond to the condition of approval or technical correction, indicating they have met the requirement and providing a reference in their revised submittals. If the applicant has not met the requirement, they must indicate as much and provide a response.*

Form Updated: March 2024

Development Review Team (DRT)
Comment Form

Date: September 5, 2024

DRT Member: Taylor Jurgens

Dept/Div: Public Utilities/Water Division

Case No.: Case 2024-8898: 214 Camino de los Marquez Rezoning

Case Planner: Janice Biletnikoff

DRT Review Schedule – 9-12+ weeks*

Initial DRT Comments are due to the case planner within three weeks of the *DRT Application Intake* meeting. Initial DRT review should confirm that the application is complete (i.e. Water Budget has been submitted) and/or identify additional submittals or corrections (i.e. Water Budget needs revision). The case planner will review and convey all *Initial DRT Comments* to the applicant via a *Review Memo*. The applicant must respond to all *Initial DRT Comments* and submit a revised application for Final Review. *Final DRT Comments* are due to the case planner within two weeks of receipt of the revised application. The case planner will review and convey all *Final DRT Comments* to the applicant in a *Final Review Memo*. The complete DRT Review Timeline can range from 9-12+ weeks, depending on the complexity and quality of the application and the total number of applications under review.



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Development Review Process Flow Chart



Form Updated: September 2023

*See the *2024 Development Review Schedule* for details

Conditions of Approval and Technical Corrections Tables

Review by this division/department has determined that this application will meet applicable standards if the following Conditions of Approval and Technical Corrections are met:

Conditions of Approval:	**Must be completed by:**	**Applicant response:**
1. An approved Water Plan will be required for all new public water infrastructure and fire services. Water Plan to be submitted to the City Water Division for review as part of the Development Plan application and review.	Prior to approval of Development Plan	
2. An approved Agreement to Construct and Dedicate (ACD) will be required for new public water infrastructure and fire services.	Prior to building permit approval	
3.		
4.		
5.		
6.		

Technical Corrections:	**Must be completed by:**	**Applicant Response:**
1.		
2.		
3.		
4.		

The applicant should be aware that the following code provisions or other requirements will apply to future phases of development of this project:

1. [list any additional items]
2.

Explanation of Conditions or Corrections (if needed):

(see following pages for notes required)

From:	HOOK, ALAN G.
To:	Lauren McAllister; JURGENS, TAYLOR R.
Cc:	jennifer@jenkinsgavin.com; BILETNIKOFF, JANICE I.; MARQUEZ, DORA A.
Subject:	RE: Utility Service Application- Camino de Los Marquez
Date:	Thursday, August 29, 2024 2:54:52 PM
Attachments:	image001.png Application Utility Service - 214 Camino de Los Marquez.pdf

---

Lauren,

To your question, *Is there adequate capacity/taps/lift/pressure/etc. to serve the additional population we are proposing under the new density?* I would refer you to our Water Engineering section and I have included Taylor Jurgens & Dora Marquez.

As for your alternative Development Water Budget, you will need to recalculate your units on page 5 of the attached application, which will change the contingency fee and the Total Demand Offset. BTW, don't forget:

25-12.4 - Tender of water rights.

A. Water rights proposed to be transferred to the city's water system for dedication to a development shall be tendered to the city attorney at whichever review stage is applicable and occurs first in the review of a particular development, according to the following requirements:

(2) Not later than sixty (60) days after the final land use approval of the final development plan by the planning and land use department, the planning commission or the governing body

Best,

Alan G. Hook
Water Resources Coordinator &
Santa Fe Municipal Watershed Program Manager
Water Resources & Conservation
City of Santa Fe Water
801 W. San Mateo Rd.
Santa Fe, NM 87501
(505) 955-4205 office
aghook@santafenm.gov

City of Santa Fe,New Mexico
UTILITY SERVICE APPLICATION

***Fill in all highlighted fields on this application. Applicant must sign and date application.**

Check one only:
- ✓ Sewer Service Technical Evaluation Request
- ✓ Water Service Technical Evaluation Request
- ___ Agreement for Metered Service (AMS)
- ___ Agreement to Construct and Dedicate Public Improvements (ACD)
- ___ Annexation Application Water Budget
- ___ Water Offset Program/Water Rights Compliance Evaluation Request

WORK ORDER # _____

Applicant Name: Jennifer Jenkins

Project Address: 214 Camino de Los Marquez

***Required - Attach a Plat of the Property (legal lot of record and proposed development)**

Plat Filing Information: Year 1982 Book 122 Page 035 Township, Range, Section: T17N R9E S25

Location: (check one only) Inside Corporate City Limits ✓ Outside Corporate City Limits ___

Property Uniform Property Code: 1-054-098-018-184 Existing Well: Yes ___ No ✓

Legal Description including lot size: 2.501 acres lot at 214 Camino de Los Marqez T17N R9E S25 with a UPC of 1-054-098-018-184

Short Description of Project: _50-unit multi-family project to a 83-unit community comprised of two three-story building

Construction Start Date: September 2026

*RESIDENTIAL PROJECT - Complete the following

1. Type of project: (i.e. Single Family Residence, Subdivision, Lot split, Apartments)	_Apartments_____
2. Total number of lots approved on final plat/development plan:	_33 Units_
3. Total number of homes existing or under construction:	_50 Units_
4. Size of service requested: (5/8", 3/4", 1" or 2")	_TBD__

***Please fill in all categories below that apply for which water service is requested:**

--- COMPLETED BY APPLICANT --- Number of Lots or Units		*--- COMPLETED BY STAFF ---* Water Use Factors	Annual Water Demand
_____	Single Fami`ly Dwelling Unit, lot size less than 6,000 sq. ft.	.15 afy per d.u.	_____
_____	Single Family Dwelling Unit, lot size 6,000-10,890 sq. ft	.17 afy per d.u.	_____
_____	Single Family Dwelling Unit, lot size greater than 10,890 sq. ft.	.25 afy per d.u.	_____
_____	Mobile Home (in Mobile home park)	.17 afy per d.u.	_____
_____	Accessory Dwelling Unit	.09 afy per d.u.	_____
_83 _	Apartment/Condominium	.16 afy per d.u. *	_____
_____	Senior Complex	.12 afy per d.u.	_____
_83*__ Total		**Total Residential Water Demand**	**_____ AFY**

*33 New Units

*COMMERCIAL PROJECT - Complete the following

Type of Project: (i.e. Office, Retail, Mixed, etc.) _____
Total gross floor area of building: _____ square feet
Total area of lot, tract or parcel: _____ acres
Automatic Fire Sprinkler System: _____ Yes _____ No
Building Construction Type: _____
Building Square Footage: _____
Site Plan Attached: _____Yes _____ No

*Please check all use categories below that are planned for the building and the gross floor areas of each use within the proposed building.

---- COMPLETED BY APPLICANT ----		---- COMPLETED BY STAFF ----	
Check Type of Use	Gross Floor Area	Water Use Factors	Annual Water Demand
Commercial			
____ Office – Non-medical	_____	(0.70 afy per 10,000 s.f.)	_____
____ Medical Office	_____	(0.72 afy per 10,000 s.f.)	_____
____ Office – City/State	_____	(0.58 afy per 10,000 s.f.)	_____
____ Research and Development Lab	_____	(1.18 afy per 10,000 s.f.)	_____
____ Manufacturing – Goods	_____	(0.21 afy per site)	_____
____ Manufacturing – Consumables	_____	(2.33 afy per site)	_____
____ Laundromat, Commercial	_____	(0.78 afy per machine)	_____
____ Laundromat, Other	_____	(0.22 afy per machine)	_____
____ Drycleaner	_____	(0.41 afy per site)	_____
____ Plant Nursery	_____	(0.56 afy per 10,000 s.f.)	_____
____ Gyms with showers	_____	(8.94 afy per site)	_____
____ Gyms without showers	_____	(0.77 afy per site)	_____
____ Salons	_____	(0.21 afy per site)	_____
____ Pet Grooming	_____	(0.52 afy per site)	_____
____ Pet Daycare	_____	(0.11 afy per site)	_____
____ Retail, Large (Individual stores or shopping areas > 75,000 sq ft)	_____	(0.45 afy per 10,000 s.f.)	_____
____ Neighborhood Center/Medium Retail (Individual stores or shopping areas 75,000-25,000 sq ft)		(0.43 afy per 10,000 s.f.)	_____
____ Retail, Small (Individual stores or shopping areas < 25,000 sq ft)	_____	(0.06 afy per site)	_____
____ Gallery	_____	(0.60 afy per site)	_____
____ Grocery Store	_____	(1.27 afy per 10,000 s.f.)	_____
____ Restaurant (full service)	_____	(0.02 afy per seat)	_____
____ Restaurant (limited service)	_____	(1.63 afy per Site)	_____
____ Gasoline Station w/ Car Wash	_____	(6.56 afy per Site)	_____

____ Gasoline Station _____ (0.88 afy per Site) _____

City of Santa Fe,New Mexico

UTILITY SERVICE APPLICATION

____ Car Wash (full service) _____ (5.66 afy per Site) _____
____ Car Wash (limited service) _____ (0.94 afy per Wash Bay) _____
____ Auto Repair _____ (0.12 afy per site) _____
____ Car Rental _____ (0.12 afy per site) _____

____ Car Sales _____ (0.07 afy per 10,000 s.f.) _____

____ Self Storage _____ (0.13 afy per site) _____

____ Wholesale, Warehousing _____ (0.4 afy per 10,000 s.f.) _____
____ Industrial, Manufacturing _____ (applicant estimate of water use)_____

____ Church w/ day care or school) _____ (1.3 afy per Site) _____
____ Church w/o day care or school) _____ (0.6 afy per Site) _____

____ Hotel No. of rooms _____ (.13 afy per room) _____
____ Motel No. of rooms _____ (.09 afy per room) _____

Public Services

____ School, Elementary (0.53 afy per 100 students) _____
____ School, Middle or Junior High (1.68 afy per 100 students) _____
____ School, Senior High (2.64 afy per 100 students) _____
____ Schools, Daycare (0.85 afy per 100 kids) _____

____ Places of Worship (0.15 afy per site) _____
With Daycare and school (0.95 afy per site) _____

____ Parks (1.48 afy per acre) _____

____ **Other** (not listed above) Please attach (with attachment) _____

water demand calculations and assumptions used

Total Floor Area _____

Total Commercial Water Demand _____AFY

Total Residential Water Demand _____AFY

TOTAL PROJECT WATER DEMAND _____AFY

13.19 AFY See attached water budget.

City of Santa Fe,New Mexico
UTILITY SERVICE APPLICATION

OWNER:_Santa Fe Opera_____ Mailing Address:_P.O. Box 2408_____ _Santa Fe, NM 87501___ _____ Phone Number: _____ Mobile Number:_____		***Only If Applicable** AGENT: _Jennifer Jenkin_____ Title: _____ Mailing Address:_130 Grant Ave_____ _Santa Fe, NM 87504_____ Phone Number: _505-820-7444_____ Mobile Number:_505-930-6149_____

Information Provided By: Check one: Owner _____ Agent ✓

Signature: _____ Date: 8/14/24

Technical Evaluation to be Sent to: Check one: Owner _____ Agent ✓

COMMENTS: _____

_____

_____

APPLICANTS, PLEASE NOTE:

- Ordinance 2008-53, prohibits new connections outside the presumptive city limits including the Agua Fria traditional historic community (AFTHC) unless specific conditions are met. Applications for service outside the presumptive city limits and AFTHC must include documentation showing these conditions are met or the application will be rejected. The documents required are shown below.
- A map of the proposed project in relation to the existing city limits and the presumptive city limits
- A detailed description of the proposed develop0ment including the type and size of proposed land uses
- The health, safety and welfare or other legal reason for the connection
- A site water budget
- Documentation from the County of Santa Fe that county water service is not available
- Documentation from the wastewater division regarding sewer availability
- A certified Santa Fe Homes Proposal as set forth in Section 14-8.11 SFCC 1987 if applicable

PRELIMINARY WATER BUDGET
214 Camino de Los Marquez Rezone
August 14, 2024

83 dwelling units
1.5 residents per dwelling unit

Usage Per Unit

4 FLUSHES/DAY @ 1.26 GAL EACH	2,759.4	GPY		
SHOWER - 10 MINUTES/DAY @ 1.5 GPM	8,212.5	GPY		
BATHROOM SINK - 5 MIN/DAY @ 2.5 GPM	6,843.8	GPY		
LAUNDRY - 0.3 LOADS /DAY @ 20 GAL/LOAD	3,650.0	GPY		
DISHWASHER - 0.3 LOADS/DAY @ 13 GAL/LOAD	2,135.3	GPY		
KITCHEN SINK - 7 MIN/DAY @ 2.0 GPM	7,665.0	GPY		
CLEANING - 3.0 GAL/WEEK	12,948.0	GPY		
SUBTOTAL PER UNIT	*44,213.9*	*GPY*	*0.136*	*AFY*
TOTAL USAGE FOR 83 UNITS	3,669,753.7	GPY	11.26	AFY
LANDSCAPE IRRIGATION	244,388.3	GPY	0.75	AFY
DEVELOPMENT WATER BUDGET*			**12.01**	**AFY**
9.8% Contingency per SFCC §14-8.13(E)(1)			**1.177**	**AFY**
TOTAL WATER DEMAN OFFSET			**13.19**	**AFY**
ANNUAL WATER USE PER DWELLING UNIT			**0.145**	**AFY**

*Per SFCC 14-8.13(B)(3) the Development Water Budget will be reduced by an amount equal to the average annual consumption in the twenty-four months that the highest water use was active during the preceding ten years.

///, 2025

Governing Body

Case 2024-8898: 214 Camino De Los Marquez Rezoning

ATTACHMENT B

Applicant Materials

(date stamp)

REZONING APPLICATION 14-3.5

Parcel Information

Project Name: **214 Camino de Los Marquez** Property Size: **2.5 Acres**

Address: **214 Camino de Los Marquez**

Current Zoning: R-21 PUD Proposed Zoning: **R-29**

Does a Development Plan application accompany this application? YES ☐ NO ☒

Preapplication Conference Date: **July 11, 2024** UPC Code Number: **1-054-098-018-184**

Early Neighborhood Notice (ENN) meeting date: **July 30, 2024**

Property Owner Information

Name: **Santa Fe Opera**
First *Last*

Address: **P.O. Box 2408,**
Street Address *Suite/Unit #*

Santa Fe **NM** **87501**
City *State* *ZIP Code*

Phone: E-mail Address:

Applicant/Agent Information (if different from owner)

Company Name: **JenkinsGavin, Inc.**

Name: **Jennifer** **Jenkins**
First *Last*

Address: **130 Grant Ave** **Ste 101**
Street Address *Suite/Unit #*

Santa Fe **NM** **87504**
City *State* *ZIP Code*

Phone: **505-820-7444** E-mail Address: **jennifer@jenkinsgavin.com**

Correspondence Directed to: ☐ Owner ☒ Applicant ☐ Both

Agent Authorization (if applicable)

I am/We are the owner(s) and record title holder(s) of the property located at:

I/We authorize **See attached.** to act as my/our agent to execute this application.

Signed: Date:

Signed: Date:

A case manager will be assigned to your project and will notify you within 10 business days if any additional information is needed. After your application has been reviewed by City staff, we will contact you regarding public notice requirements. A packet of information and instructions will be provided regarding the required mailing and sign posting. Please contact the Land Use Department staff at (505) 955-6647 with any questions.

(date stamp)

REZONING APPLICATION 14-3.5

Parcel Information

Project Name: **214 Camino de Los Marquez** Property Size: **2.5 Acres**

Address: **214 Camino de Los Marquez**

Current Zoning: R-21 PUD Proposed Zoning: **R-29**

Does a Development Plan application accompany this application? YES ☐ NO ☒

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Santa Fe **NM** **87504**
City *State* *ZIP Code*

Phone: **505-820-7444** E-mail Address: **jennifer@jenkinsgavin.com**

Correspondence Directed to: ☐ Owner ☒ Applicant ☐ Both

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I/We authorize **See attached.** to act as my/our agent to execute this application.

Signed: Date:

Signed: Date:

A case manager will be assigned to your project and will notify you within 10 business days if any additional information is needed. After your application has been reviewed by City staff, we will contact you regarding public notice requirements. A packet of information and instructions will be provided regarding the required mailing and sign posting. Please contact the Land Use Department staff at (505) 955-6647 with any questions.

Submittal Checklist (Requirements found in Section 14-3.5 SFCC 1987)

One (1) 24"x36" or 11"x17" scalable plan set and 1 CD or Flashdrive with a PDF copy are required. Submittal requirements may vary based on the individual application and the requested zoning district. The City reserves the right to request additional information at any time during the review process. See Section 14-4 and 14-5 SFCC 1987 for rezoning regulations related to specific zones. Please include the following and check box to indicate submittal:

☒	Letter of Application (intent, location, acreage)	☒	Narrative addressing approval criteria below	☒	Legal Lot of Record, Legal Description	☐	Development Plan (see Section 14-3.8 SFCC 1987) **N/A**	☐	Landscape, Parking and Lighting Plan, Signage Specifications **N/A**
						☒	No Development Plan		
☐	Terrain Management Plans (as required by Section 14-8.2 SFCC 1987) **N/A**	☐	Traffic Impact Analysis ***(if required)*** **N/A**	☐	Archaeological Clearance ***(if applicable)*** **N/A**	☐	Sewer and Water Plan (including profiles and details), letter of availability ***(if applicable)*** **N/A**	☐	Phasing Plan ***(if applicable)*** **N/A**
☒	ENN Meeting Notes								

Rezoning Approval Criteria, Sections 14-3.5(C) and (D) SFCC 1987

(C) Approval Criteria

(1) The planning commission and the governing body shall review all rezoning proposals on the basis of the criteria provided in this section, and the reviewing entities must make complete findings of fact sufficient to show that these criteria have been met before recommending or approving any rezoning:

(a) one or more of the following conditions exist:
  (i) there was a mistake in the original zoning;
  (ii) there has been a change in the surrounding area, altering the character of the neighborhood to such an extent as to justify changing the zoning; or
  (iii) a different use category is more advantageous to the community, as articulated in the general plan or other adopted city plans;

(b) all the rezoning requirements of Chapter 14 have been met;

(c) the rezoning is consistent with the applicable policies of the general plan, including the future land use map;

(d) the amount of land proposed for rezoning and the proposed use for the land is consistent with city policies regarding the provision of urban land sufficient to meet the amount, rate and geographic location of the growth of the city; and

(e) the existing and proposed infrastructure, such as the streets system, sewer and water lines, and public facilities, such as fire stations and parks, will be able to accommodate the impacts of the proposed development.

(2) Unless the proposed change is consistent with applicable general plan policies, the planning commission and the governing body shall not recommend or approve any rezoning, the practical effect of which is to:

(a) allow uses or a change in character significantly different from or inconsistent with the prevailing use and character in the area;

(b) affect an area of less than two acres, unless adjusting boundaries between districts; or

(c) benefit one or a few landowners at the expense of the surrounding landowners or general public.

(D) Additional Applicant Requirements

(1) If the impacts of the proposed development or rezoning cannot be accommodated by the existing infrastructure and public facilities, the city may require the developer to participate wholly or in part in the cost of construction of off-site facilities in conformance with any applicable city ordinances, regulations or policies;

(2) If the proposed rezoning creates a need for additional streets, sidewalks or curbs necessitated by and attributable to the new development, the city may require the developer to contribute a proportional fair share of the cost of the expansion in addition to impact fees that may be required pursuant to Section 14-8.14.

Signature

I hereby certify that the documents submitted for review and consideration by the City of Santa Fe have been prepared to meet the minimum standards outlined in the Land Development Code, Chapter 14 SFCC 1987. Failure to meet these standards may result in the rejection of my application. I also certify that I have met with the City's Current Planning staff in a preapplication meeting to verify that the attached proposal is in compliance with the City's zoning requirements.



Signature: _____ Date: **8/9/2024**

Updated 12-20-19

June 11, 2024

City of Santa Fe
Land Use Department
200 Lincoln Avenue
Santa Fe, NM 87501

RE: 214 Camino de Los Marquez, Santa Fe

To Whom It May Concern:

This letter shall serve as authorization for JenkinsGavin, Inc. to act on our behalf with respect to the referenced property regarding land use applications submitted to the City of Santa Fe.

Thank you.

Sincerely,

Robert K. Meya, General Director
Santa Fe Opera

6/11/24
Date

State of New Mexico)
) ss
County of Santa Fe)

The foregoing instrument was acknowledged before me this 11th day of June, 2024 by Robert K. Meya

Notary Public

My Commission Expires 9-28-2025

STATE OF NEW MEXICO
NOTARY PUBLIC
PAULA J. HUNTER
COMMISSION # 1102850
EXPIRES SEPTEMBER 28, 2025

JENKINSGAVIN
LAND USE | PROJECT MANAGEMENT

August 12, 2024
(Revised September 24, 2024)

Janice Biletnikoff, AICP
Long-Range Strategic Planner
Planning & Land Use Department
City of Santa Fe
200 Lincoln Avenue
Santa Fe, NM 87501

RE: Rezone Application
214 Camino de los Marquez

Dear Janice:

This letter is respectfully submitted on behalf of the Santa Fe Opera in application to rezone the 2.5-acre property at 214 Camino de 1os Marquez from R-21 PUD to R-29.

Background

In 1971, the property was rezoned to RM-1 PUD (see attached Rezone Ordinance) and in 1982 a Revised Development Plan for a 50-unit apartment community was recorded, which substantially represents the current site conditions. The Santa Fe Opera acquired the property in 2001 in order to provide seasonal housing for their technical apprentices, rebranding the property as the Axton Apartments. This application includes a request to dissolve the PUD overlay.

Project Summary

The Axton Apartments is an aging residential property that comprises 50 units (18 one-bedroom and 32 two-bedroom units) and 69 parking spaces. The apartments play a crucial role in accommodating seasonal technical apprentices and visiting staff, but as the Opera's educational programming has expanded, their housing needs have grown accordingly. The Opera now seeks to house their technical and voice apprentices, and potentially interns, as well. The requested rezone to R-29 will enable the Opera to redevelop the property and increase the unit count from 50 to 83 units. A Conceptual Site Plan is included for reference purposes demonstrating how the property may be redeveloped. Following rezone approval, the project will be designed and a Development Plan application prepared for review by the City Land Use Department and the Planning Commission.

In light of the current housing shortage in Santa Fe, the proposed rezone will alleviate ongoing challenges the Opera encounters in securing seasonal housing for their voice apprentices and

interns. By providing all requisite apprentice housing on their property, the Opera will not compete with locals in the community also seeking housing – a win-win.

By increasing the property's housing capacity, the project will also contribute to the broader housing supply in Santa Fe. Once completed, the Opera will offer six-month lease terms in the offseason, which will benefit the community by providing flexible, shorter-term housing options. Upgrading the property's infrastructure and fixtures will be a key element of the project, improving living conditions for both apprentices and tenants. These enhancements will ensure efficient use of resources and a higher quality of life for all residents.

The Opera is committed to maintaining strong community relations through responsible planning and execution. By aligning with local standards and addressing community needs, the rezone will support the property's integration into the neighborhood while advancing both the Santa Fe Opera's mission and the housing needs of the Santa Fe community.

Rezone Approval Criteria

Responses to the rezoning approval criteria in SFCC §14-3.5(C) and (D) are detailed below.

(1) The planning commission and the governing body shall review all rezoning proposals on the basis of the criteria provided in this section, and the reviewing entities must make complete findings of fact sufficient to show that these criteria have been met before recommending or approving any rezoning:

(a) *One or more of the following conditions exist:*

(i) *there was a mistake in the original zoning.* N/A

(ii) *there has been a change in the surrounding area, altering the character of the neighborhood to such an extent as to justify changing the zoning.*

The most significant and relevant change is the housing shortage that Santa Fe is facing. Increasing the supply of all types of housing is critical to accommodating projected growth and addressing affordability. In addition, a key component of economic development is an adequate supply of housing to support a robust workforce.

(iii) *a different use category is more advantageous to the community, as articulated in the general plan or other adopted city plans.*

The rezone request aligns with General Plan Themes and Policies such as Affordable Housing, Economic Diversity, Urban Form/Higher Densities, and Community Oriented Development. Furthermore, the project exemplifies key elements of the General Plan Land Use Framework, including compact urban form and the provision of a mix of housing types in all neighborhoods. As an infill site, the subject property is efficiently served by existing utility and roadway infrastructure.

Affordable Housing Policy 4-4-G-7

The rezoning to R-29 allows for a higher density of residential units, increasing the unit count from 50 to 83. This increase can help alleviate some of the housing shortages in Santa Fe by providing housing for Opera staff, so those individuals do not compete with others seeking housing in the Santa Fe market. Furthermore, in the off-season, the units will be made available for six-month lease terms, which is an important, diverse housing option for visiting professionals, new arrivals, and others with short-term housing needs. Additionally, a fee in lieu of affordable housing will be paid to the Affordable Housing Trust Fund to support future affordable housing efforts.

Economic Development Strategic Plan

The General Plan recognizes that the arts and tourism are essential to the Santa Fe economy as outlined in Sections 9.2.1 and 9.3.1, noting that *"…the arts annually account for 25.9 percent of the local economy"*. The Santa Fe Opera significantly impacts the local and state economy, contributing over $250 million annually. The Opera employs 80 full-time staff year-round, which increases to 750 employees during the season. The Opera's esteemed Apprentice Programs, which train more than 120 young professionals each season, are vital to its operations and mission. This relationship shows the importance of the project in supporting both the artistic and economic vibrancy of the region. Furthermore, increased housing capacity will drive demand for local retail, benefiting area businesses and supporting the local economy.

In addition, a major theme of the Economic Development Strategic Plan is to diversify and decentralize the economy. Rezoning to R-29 supports economic diversity by facilitating housing that accommodates a diverse population, including the technical and voice apprentices, interns, and other staff associated with the Opera. By providing on-site housing for these groups, the Opera helps ensure that seasonal workers have housing, which in turn supports the local economy by maintaining a stable and diverse workforce. Furthermore, the availability of six-month lease options in the off-season can provide quality, short-term housing for visiting professionals.

Urban Form/Higher Densities - Growth Management Methods 4.1

"In both 'infill' and 'future growth' areas, the city must encourage higher densities of residential and commercial development than existing zoning often allows. This approach does not necessarily require greater building height but rather greater massing on specifically identified infill sites within the Urban Area."

The rezoning supports the General Plan's emphasis on higher densities and a compact urban form by increasing the allowable density on the property. This higher density is essential for maximizing land use efficiency in an urban setting, reducing urban sprawl, and supporting walkability and transit-oriented development. By promoting higher-density residential development, the rezoning aligns with the city's vision of creating a more sustainable urban environment.

Community-Oriented Development - Growth Management Methods 4-1-G-3

"Use a full range of growth management methods to achieve a superior quality of life and to ensure a financially and environmentally sustainable community."

Rezoning to R-29 promotes community-oriented development by integrating the Opera's housing needs within the existing community fabric. The project, enabled by this rezoning, will help meet specific community housing needs, particularly for seasonal workers, without burdening the broader community's housing market. Additionally, by upgrading the property's built environment and infrastructure, the rezoning ensures that the development will contribute positively to the neighborhood's quality of life.

Compact Urban Form 4-3-G-2

Rezoning to a higher density supports a more compact urban form by making more efficient use of the land. This is particularly important for infill sites like the Axton Apartments, where existing utility and roadway infrastructure can be leveraged without the need for extensive new development. This efficient use of land and infrastructure is a key goal of the General Plan, helping to reduce the environmental impact of development and supporting more sustainable urban growth.

Mix of Housing Types in All Neighborhoods (3.3 Land Use Framework)

"Future Land Use (Figure 3-2) illustrates neighborhoods with integrated housing types, designed to locate a larger share of residences close to transit and neighborhood centers."

The subject property is in a diverse neighborhood of single-family lots, multi-family, institutional uses, and commercial development. Maintaining the multi-family use of the property, yet at higher density, sustains this diversity. Furthermore, access to public transit, services, and employment make the site an ideal infill location for multi-family development.

(b) *all the rezoning requirements of Chapter 14 have been met.*

The rezone requirements specified in §14-3.1 and §14-3.5 are addressed below.

Applicable General Provisions, §14-3.1

(B) Authority to File Applications

(1) Unless otherwise specified in Chapter 14, applications for review and approval under Chapter 14 may be filed by:

(a) the owner of the property that is the subject of the application;

The Santa Fe Opera is the legal owner of the subject property per the Warranty Deed attached.

(b) the owner's authorized agent with written authorization;

JenkinsGavin is authorized to submit this application on behalf of the Santa Fe Opera per the attached letter of authorization.

(c) a land use board; or N/A

(d) the land use director. N/A

(2) When a land use board files an application, it does so without prejudice to the outcome.

(C) Form of Application

(1) Applications required by Chapter 14 shall be submitted in a form and in such number as required by the land use director.

(2) Each application shall include plans, calculations, and reports sufficient to clearly demonstrate compliance with all applicable provisions of Chapter 14 and applicable state and federal regulations that are administered or enforced by the city. The number and format of the required documentation shall be as required by the land use director.

(3) The land use director shall provide standardized checklists and format guidelines for each type of application. The land use director may waive the submittal of items on the checklist or require supplemental materials not included on the checklist where such action is necessary to clearly demonstrate compliance with applicable provisions.

(4) In the course of reviewing an application, the governing body and the land use boards may waive the submission of items on the checklist or may require supplemental materials not included on the checklist where such action is necessary to clearly demonstrate compliance with applicable provisions.

This application complies with the of form application outlined above.

(D) Schedule of Fees, Charges and Expenses

The governing body shall establish by resolution a schedule of fees, charges, and expenses and a collection procedure for construction permits, appeals, subdivisions, amendments, and other applications. This schedule of fees, charges, and expenses shall be posted in the planning and land use department and may be altered or amended only by the governing body. No permit or approval required under Chapter 14 shall be issued or granted unless and until applicable charges, fees, and expenses have been paid in full.

This application acknowledges the Schedule of Fees, Charges, and Expenses outlined above and the application fee was paid on August 14, 2024 per the attached receipt.

(E) Pre-Application Conferences

(1) Applicability

(a) Pre- Pre-application conferences are required prior to submission of applications for:(i)amendment of the number, shape, boundary, or area of any district, whether by a non-governing-body -initiated annexation or a rezoning;(ii)subdivisions, unless the land use director waives, in writing, the requirement for good cause shown; and(iii)a residential development request that is subject to the Santa Fe Homes Program set forth in Section 26-1 SFCC 1987;

(b) The land use director may determine that a pre-application conference is necessary for other applications to land use boards due to the scope or complexity of the proposed project; and

(c) The land use director may waive or modify the pre-application conference procedures based on a determination that the purposes of the conference have been achieved by other means or that the limited scope or simplicity of the project does not warrant a formal pre-application conference.

(2) Procedures

(a) At least fifteen calendar days before the application is filed, the applicant shall initiate a pre-application conference with the land use director.

(b) For annexations and rezonings, the purpose of the pre-application conference is to review the proposal for conformity with the general plan, availability of community facilities and utilities, proposed utilities and street improvements, required park and open space improvements, and other requirements as may be dictated by city ordinance.

(3) Responsibility

The city does not assume any responsibility for a lack of understanding of these regulations by the applicant. Advice to the applicant shall not be construed to result in the city, its officers, agents, or employees becoming responsible for damages to the applicant as a result of the applicant's reliance on information given by them. Advice to the applicant does not limit the discretion of any land use board or the governing body in making conditions of approval for the proposed development not anticipated at the time of the pre-application conference.

This application acknowledges the Pre-Application Conference's applicability, procedures, and responsibility outlined above. The requisite Pre-Application Conference was conducted on July 11, 2024.

F) Early Neighborhood Notification Procedures

(1) Intent

Early neighborhood notification (ENN) is intended to provide for an exchange of information between the applicant and residents and property owners in affected neighborhoods before plans become too firm to respond meaningfully to community input and before changes in plans might cause major financial losses by the applicant. Notification set forth in this section is in addition to notification required elsewhere in Chapter 14, unless the other notification procedures are duplicative with the requirements of this section.

(2) Applicability to Projects Reviewed by the board of adjustment, planning commission or the governing body.
(Ord. No. 2013-16 § 4)

(a) ENN is required for the following types of projects, if a public hearing before the board of adjustment, planning commission or the governing body is required by other provisions of Chapter 14:

(iii)rezonings;

(5) ENN Meeting

The announced meeting shall take place at least ten days before the development project application is submitted. Attendees should make a good-faith effort to communicate with

the applicant. The meeting shall be attended by a representative of the land use director whose role at the meeting shall be to acquaint the applicant and community with provisions of city ordinances, applicable requirements of city codes and the development review process. At the meeting, the applicant shall present schematic or preliminary plans for the proposed project and a drawing or other graphical representation suitable to reasonably indicate streets and structures within a two hundred (200) foot radius from the perimeter of the property that is the subject of the application.

(6) ENN Guidelines

For any project application required to meet ENN requirements, the applicant and neighborhood shall use the guidelines set forth below to assist them in discussing the project at ENN meetings. The guidelines are based on the requirements of Chapter 14 and the general plan and other formally adopted city plans. Where applicable, the applicant shall respond in writing with a short narrative statement. Interested parties may also respond. Responses from all participants shall be provided to the land use board hearing the application. Responses for specific elements may be cross-referenced to other submittal documents. The ENN guidelines provided in this paragraph are adopted for use by applicants in meeting with interested parties.

The Early Neighborhood Notification (ENN) Meeting was conducted in accordance with these provisions on July 30, 2024.

(G) Application Completeness

An application shall be considered complete if it is submitted in the required form; includes all mandatory information, including all exhibits specified by the land use director; and is accompanied by the applicable fee. The land use director shall make a determination of application completeness. If an application is determined to be incomplete, the land use director shall provide notice to the applicant along with an explanation of the application's deficiencies. No further processing of the application shall occur until the deficiencies are corrected in a future re-submittal.

This application acknowledges the completeness standards and procedures outlined above.

(H) Notice Requirements The notices required by this section shall indicate the nature of the change proposed; the property affected; the time, date, and place of the hearing or meeting; and the deadline for receiving written comments regarding the request, if applicable. The notice shall be approved by the land use director. Neighborhood associations that wish to receive notifications of hearings and meetings and copies of agendas, including email notifications, must register with the land use director.

(1) Notice of Public Hearing Before Land Use Boards and ENN Meetings.

(a) General Notice Requirements
The notice requirements in Subsections 14-3.1(H)(1)(b), (c) and (d) below apply to public hearings required for all applications and ENN meetings, except that:

(i) Public hearings concerning development review actions initiated by the city require notification as described in Subsection 14-3.1(H)(1)(e);

(ii) Public hearings concerning Archaeological Clearance Permits require notification in accordance with Section 14-3.13(C)(3);

(iii) Public hearings concerning projects heard before the historic districts review board shall meet the agenda and posting requirements in Subsections 14-3.1(H)(1)(b) and (c) below, but mailed notification in accordance with Subsection 14-3.1(H)(1)(d) is not required; and

(iv) Public hearings concerning appeals must provide notice as described in Subsection 14-3.1(H)(4).

All general notice requirements have been met for this application with respect to the ENN meeting.

(b) Agenda Requirements

For all public hearings required before any land use board, the land use director shall place the tentative meeting agenda in a local daily newspaper of general circulation at least fifteen calendar days prior to the scheduled meeting. In addition, the land use director shall post the tentative meeting agenda in City Hall and send a copy to neighborhood associations that are registered with the land use director, at least fifteen days prior to the scheduled meeting.

Application acknowledges the agenda requirements stated above.

(c) Posting Requirements

(i) For all ENN meetings and public hearings required before a land use board, except appeals, the property shall be posted by the applicant with posters obtained from the land use director at the applicant's expense. At least one poster shall be prominently displayed, visible from each public and private street and road abutting the property, and securely placed on the property at least fifteen calendar days prior to the scheduled meeting. Placement of the posters shall be in such a manner as to not compromise public safety.

(ii) The posters shall be removed within thirty days after final action, and failure to do so may result in the city removing the poster and charging the applicant a civil fee of fifty dollars ($50.00).

All posting requirements were met for the ENN meeting.

(d) Mailing and Emailing Requirements
Notice of a public hearing or ENN meeting shall be mailed via the United States postal service by the applicant at least fifteen calendar days prior the public hearing or meeting as follows:

(i) notices shall be mailed by first class mail to the owners of properties within three hundred (300) feet of the subject property as shown in the records of the county treasurer, and to the physical addresses of such properties where the property's address is different than the address of the owner ;

(ii) notices shall also be mailed by first class mail to neighborhood associations that have registered with the land use director and that will be directly affected by the proposed action or that have a boundary within three hundred (300) feet of the subject property. Email notices to the neighborhood associations shall be provided on the same day the applicant sends postal notices;

(iii) for zone changes of one block or less, notices to property owners for public hearings before the governing body or the planning commission shall be by certified mail with return receipt requested as required by Section 3-21-6 NMSA 1978;

(iv) in the case of an application for a telecommunications facility, all property owners within the corresponding setback distances listed in Section 14-6.2(E) shall also receive notices;

(v) if a notice by certified mail of a zoning change is returned undelivered, the city shall attempt to discover the owner's most recent address and shall send the notice by certified mail to that address as required by Section 3-21-6 NMSA 1978;

(vi) copies of all required mailing lists, mailing certificates and return receipts shall be provided to the land use director prior to the public hearing or ENN meeting with an affidavit of mailing signed by the person who mailed the notices.

All mailing and emailing requirements have been met for the ENN meeting. Applicant also acknowledges the public hearing notice requirements and the special provisions for rezone applications requiring notice via certified mail, return receipt, to all property owners within 100 feet of the subject parcel.

(2) Notice of Public Hearing Before Governing Body

Notice shall be provided as required in Subsection 14-3.1(H)(1)(a) or (e), as applicable. In addition, the applicant shall publish one notice in a local daily newspaper of general circulation at least fifteen calendar days prior to the public hearing.

Applicant acknowledges the notice requirements outlined above.

(3) Postponed or Recessed and Reconvened Public Hearings and Meetings
If a public hearing or ENN meeting is postponed prior to the scheduled meeting, re-notification is not necessary if notice of the new date, time, and location of the meeting is clearly posted at the time and place where the original public hearing or meeting was to be held. A public hearing or meeting may be recessed and reconvened without re-noticing if the date, time, and place for the meeting is specified immediately prior to recessing.

N/A

14-3.5 (A) General Provisions

(1) Initiation of Proposals

A rezoning, or amendment to the official zoning map, may be proposed by:

(d) any other person , who must submit a request in writing to the governing body , along with all submissions required by Chapter 14 and any other information requested by the land use director as reasonably necessary to determine compliance with this chapter.

This is the “request in writing” referenced above, which is accompanied by all requisite submittal materials listed at the end of this report.

(2) Plan Requirements

Plan submittal requirements for rezonings are set forth in Articles 14-4 (Zoning Districts) and 14-5 (Overlay Zoning Districts).

There are no plan submittals required for a rezone to R-29. Nevertheless, a Conceptual Site Plan is included with application for reference.

(3) Uniform Zoning Classification for Entire Lot Required

Except where a legal lot of record is divided by a zoning district boundary, no request to change the zoning classification on a portion of a legal lot of record shall be considered unless the change will establish a uniform zoning classification for the entire lot . A new zoning district boundary shall not divide a legal lot of record,

except to establish overlay district boundaries based on topography or other physical conditions.

The entire lot of record is proposed to be rezoned.

(d) the amount of land proposed for rezoning and the proposed use for the land is consistent with city policies regarding the provision of urban land sufficient to meet the amount, rate and geographic location of the growth of the city.

The rezoning is consistent with the City's policies regarding the provision of urban land sufficient to meet the projected growth in both population and housing demand. This consistency is reflected in several key aspects of the General Plan, particularly regarding infill development, higher densities, and sustainable urban growth.

General Plan Figure 4-4, Urban Sub-Areas, designates the subject property and surrounding area as an "Infill Area." General Plan Section 4.1 states, *"In both 'infill' and 'future growth' areas, the city must encourage higher densities of residential and commercial development than existing zoning often allows"* to help "create efficient use of already existing roads and utilities, help ensure cost-efficient public transit, and provide the type of housing that will be in demand…".

The rezoning proposal supports the city's policy of maximizing the efficiency of existing urban infrastructure. By increasing the density of a property within an established urban area, the city can accommodate growth without the need to extend roads, utilities, or other public services into undeveloped areas. This not only aligns with sustainability goals, but also helps manage the rate of growth in a manner consistent with long-term city planning. The size of the land proposed for rezoning is adequate to support an increase in housing units while remaining within the capacity of the current infrastructure, which is vital for balanced and manageable urban growth.

The rezoning is also consistent with the city's policy to ensure that the supply of urban land meets long-term housing demand, thereby supporting sustained population growth. By rezoning for higher density, the city is not just responding to immediate tenant needs, but is planning for future demand. This strategic approach ensures that as the population grows, there is adequate housing available in desirable locations, contributing to economic stability and urban vitality.

(e) the existing and proposed infrastructure, such as the streets system, sewer and water lines, and public facilities, such as fire stations and parks, will be able to accommodate the impacts of the proposed development.

<u>Water and Sewer Capacity</u>

Utility Service Applications have been submitted to the Water and Wastewater Divisions and we are awaiting their response.

Public Schools

With respect to school capacity, Santa Fe Public Schools responded as follows per the attached email:

> "*We do not have objections to this redevelopment, and we will take the notification of the additional 33 units into consideration for our school planning."*

Park Capacity

The proposed rezoning and redevelopment of the parcel are well-supported by the proximity to a variety of public parks, providing residents with ample recreational options within walking distance. Cornell/Rose Park (1.54 acres) is a neighborhood park just 625 feet from the site, while Salvador Perez Park, a larger community park (11.95 acres), is a short 0.25-mile walk from the property. The park is equipped with a variety of amenities, including two tennis courts, picnic tables, play equipment, a park shelter, three baseball fields, a soccer field, volleyball court, concession stand, restrooms, a multi-purpose field, and a recreation center with an indoor swimming pool. Additionally, there is the adjacent Salvador Perez Dog Park, a 0.57-acre neighborhood park. Combined, these parks total 13.93 acres and are all within 0.25 miles of the site, offering residents convenient access to green spaces and outdoor activities, which enhances the appeal of the higher-density development and supports a high quality of life for future residents.

A request for confirmation of park capacity was forwarded to the Parks Division on August 20, 2024 and we are awaiting their response.

Public Transportation

The proposed rezoning to R-29 is well-supported by the proximity of adequate public transportation options, which can effectively accommodate a maximum-density buildout of the property. The parcel's location offers convenient access to multiple bus routes, ensuring that future residents have reliable public transportation options that align with the city's goals for sustainable urban growth and reduced dependency on personal vehicles.

A Route 6 bus stop is 400 feet from the site on Galisteo St. There are two Route 4 bus stops approximately 450 feet from the property on Don Diego near the intersection with Camino de los Marquez.

Emergency Services

The Santa Fe Police Department reviewed the proposal and determined it will have no impact on their call volume in this location based on historical records concerning police calls for services. See the attached response document.

The Santa Fe Fire Department reviewed the proposal and provided the requested information to our Land Use case manager.

Road Capacity

A Site Threshold Assessment was conducted (attached) and the proposed addition of 33 dwelling units does not meet the threshold for a Traffic Impact Analysis, because it is understood that such low traffic generation will have a negligible impact on the roadway network.

(2) Unless the proposed change is consistent with applicable general plan policies, the planning commission and the governing body shall not recommend or approve any rezoning, the practical effect of which is to:

(a) allow uses or a change in character significantly different from or inconsistent with the prevailing use and character in the area;

(b) affect an area of less than two acres, unless adjusting boundaries between districts; or

(c) benefit one or a few landowners at the expense of the surrounding landowners or general public.

This rezone request not only complies with the property's Future Land Use Map designation of High-Density Residential, but it also embodies many of the Plan's themes and policies with respect to infill, compact urban form, economic development, and support for the arts. Therefore, the criteria above are not applicable to this application.

SFCC §14-3.5(D): Additional Applicant Requirements

(1) If the impacts of the proposed development or rezoning cannot be accommodated by the existing infrastructure and public facilities, the city may require the developer to participate wholly or in part in the cost of construction of off-site facilities in conformance with any applicable city ordinances, regulations or policies;

(2) If the proposed rezoning creates a need for additional streets , sidewalks or curbs necessitated by and attributable to the new development , the city may require the developer to contribute a proportional fair share of the cost of the expansion in addition to impact fees that may be required pursuant to Section 14-8.14.

Any requisite infrastructure improvements will be determined at the Development Plan stage and will be implemented as part of the project.

Early Neighborhood Notification

The Early Neighborhood Meeting (ENN) for the rezoning request was conducted on July 30, 2024. Attendees offered questions and comments regarding traffic, potential building height, and density. The notes from the ENN meeting are submitted herewith for your reference.

In support of this request, the following documentation is submitted herewith for your reference:

1. Rezone Application
2. Agent Authorization Letter
3. Warranty Deed
4. Legal Lot of Record
5. 1971 Rezone Ordinance
6. ENN Metting Notes
7. Conceptual Site Plan
8. Utility Service Application
9. Santa Fe Public Schools Response
10. Santa Fe Police Department Response
11. Site Threshold Assessment
12. Rezone Application Invoice

Please contact me should you have any questions or require additional information.

Thank you for your consideration.

Sincerely,



Jennifer Jenkins, Principal

COUNTY CLERK
REBECCA BUSTAMANTE
SANTA FE COUNTY, NEW MEXICO

COUNTY OF SANTA FE 1141 | 282
STATE OF NEW MEXICO
I hereby certify that this instrument was filed for record on the 2 day of Jan A.D. 20 01 at 10:22 o'clock A m and was duly recorded in book 1844 page 193 of the records of Santa Fe County
194 Witness my Hand and Seal of Office
Rebecca Bustamante
County Clerk, Santa Fe, County, N.M.
Deputy

WARRANTY DEED

1844193

SIRES-81, a Foreign Limited Partnership, for consideration paid, grant (s) to The Santa Fe Opera, a New Mexico non-profit corporation, whose address is

P. O. Box 2408

Santa Fe, NM 87504-2408

the following described real estate in Santa Fe County, New Mexico:

A certain tract of land lying and being situate within the Santa Fe Grant, within the City of Santa Fe, New Mexico and being formerly described as Tracts b, B & C of the Los Pueblos de Santa Fe Subdivision and being more particularly described by metes and bounds as follows:

Beginning at the northeasterly corner of the Tract marked by a #4 rebar found on the southerly R.O.W. of Camino de Los Marquez, from whence the City of Santa Fe Sanitary Sewer Manhole #A9R-12 bears N. 76°31'28" E., 122.74 feet; thence from said point of beginning leaving said R.O.W., S. 10°04'09" W., 271.27 feet to the southeast corner of this tract marked by a S. & W. capped rebar set; thence, N. 52°17'21" W., 38.66 feet to a no. 4 rebar to a calculated point; found; thence, N. 73°15'25" W., 150.24 feet to S. & W. capped rebar set; to a calculated point; thence N. 81°53'24" W., 100.74 feet to S. & W. capped rebar set; thence, N. 54°08'24" W., 164.18 feet to a 1/2" iron pipe found; thence, N. 72°19'55" W., 0.62 feet to a calculated point; thence, N. 23°13'07" E., 6.19 feet to S. & W. capped rebar found; thence, N. 73°11'53" W., 55.34 feet to the southwest corner of this tract marked by a no. 4 rebar found; thence, N. 23°08'12" E., 176.06 feet to the northwest corner of this tract marked by an "X" cut in concrete on the southerly R.O.W. of Camino de Los Marquez; thence along said R.O.W., S. 77°51'00" E., 446.63 feet to the point and place of beginning. All as shown and delineated on plat of survey entitled "Camino de Los Marquez Apartments City of Santa Fe, New Mexico", prepared by Richard E. Smith, NMPS No. 5837, dated December 21, 2000, as Document No. 1141 24 in Plat Book 464 Page 006 in the records of Santa Fe County, New Mexico.

SUBJECT TO: Reservations, restrictions and easements of record.

with warranty covenants.

WITNESS my hand and seal this 23 day of January, 2001.

1844194

SIRES-81
A Foreign limited partnership
By MEM Investment Property, Inc.
A Washington corporation
As General Partner

by M. Eugene Miller
President/Secretary

And

by M. Eugene Miller
as Managing General Partner

ACKNOWLEDGEMENT

STATE OF ~~NEW MEXICO~~ Washington)
) ss.
COUNTY OF ~~SANTA FE~~ King)

This instrument was acknowledged before me on this 03 day of January, 2001, by M Eugene Miller, President and Secretary on behalf of MEM Investment Property, Inc., a Washington corporation, as general partner of SIRES-81, a Foreign limited partnership, on behalf of said limited partnership; and M. Eugene Miller, as Managing General Partner of SIRES-81, a Foreign limited partnership, on behalf of said limited partnership.

My commission expires: 11-16-02 Notary Public

(Seal)

HERNAN VIVAS
Commission Expires
NOTARY
PUBLIC
NOV. 16, 2002
STATE OF WASHINGTON

122035

44

REVISED FINAL DEVELOPMENT PLAN

CAMINO DE LOS MARQUEZ APARTMENTS

(FORMERLY C.H.S. APARTMENTS)

DEDICATION

KNOW ALL MEN BY THESE PRESENTS: THAT "SIRES, 81", A GENERAL PARTNERSHIP, HAS CAUSED TO BE DEVELOPED THE LANDS SHOWN ON THIS PLAT LYING SITUATE AND BEING WITHIN THE CITY OF SANTA FE, NEW MEXICO. ALL THAT APPEARS ON THIS PLAT IS MADE WITH THE FREE CONSENT AND IN ACCORDANCE WITH THE DESIRES OF THE UNDERSIGNED OWNER AND PROPRIETOR DO HEREBY GRANT EASEMENTS FOR UTILITIES AS HEREON SHOWN.

"SIRES, 81", A GENERAL PARTNERSHIP

M. Eugene Miller

M. EUGENE MILLER, GENERAL PARTNER.

ATTEST BY NOTARY PUBLIC: Helen Trujillo NOTARY — 10-25-82 DATE — 3-27-86 COMM. EXPIRES

AFFIDAVIT

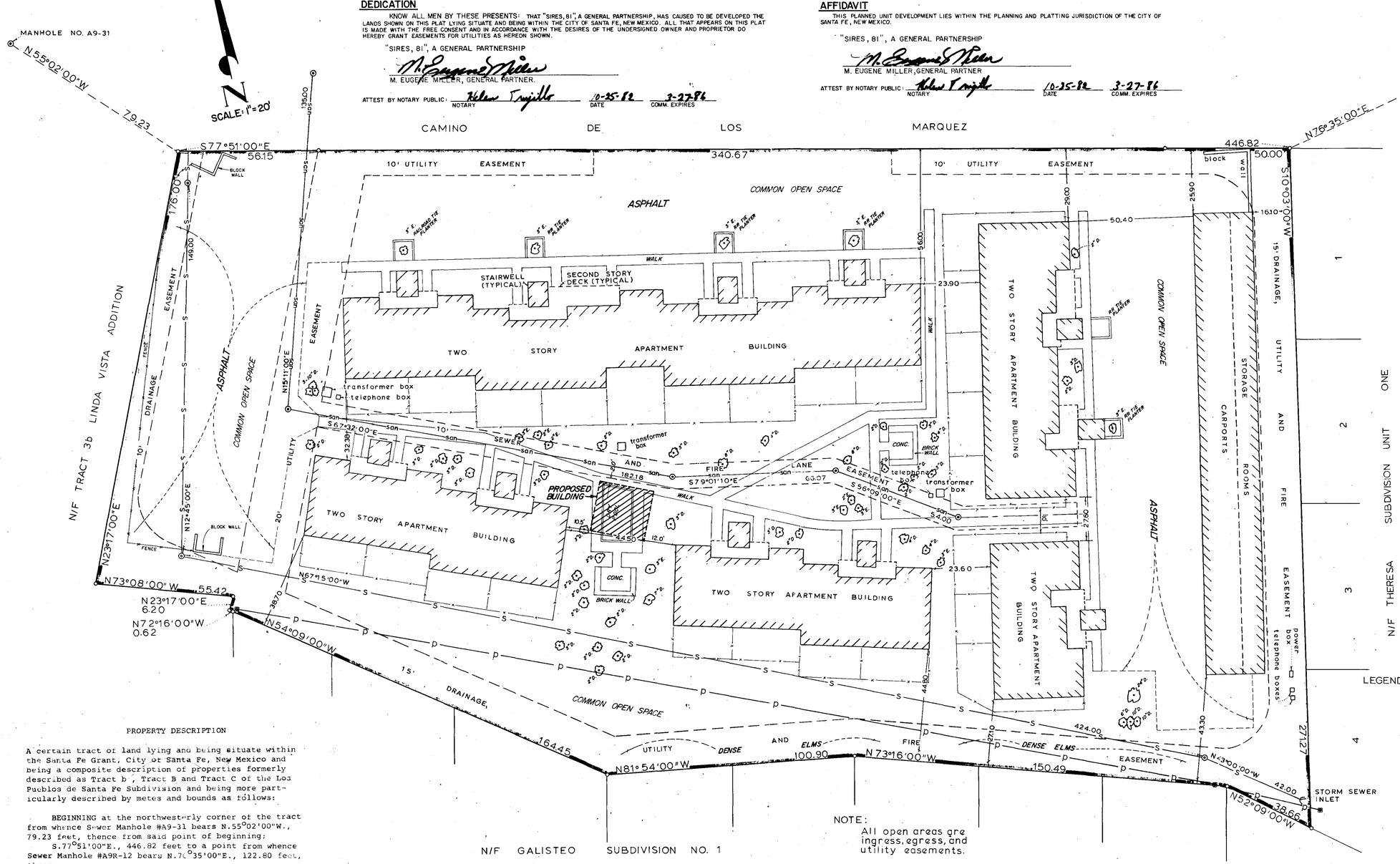
THIS PLANNED UNIT DEVELOPMENT LIES WITHIN THE PLANNING AND PLATTING JURISDICTION OF THE CITY OF SANTA FE, NEW MEXICO.

"SIRES, 81", A GENERAL PARTNERSHIP

M. Eugene Miller

M. EUGENE MILLER, GENERAL PARTNER

ATTEST BY NOTARY PUBLIC: Helen Trujillo NOTARY — 10-25-82 DATE — 3-27-86 COMM. EXPIRES



APPROVALS

CITY OF SANTA FE

Herbert Hunt — CITY ENGINEER — 11-17-82 DATE

M. D. Moreno — CITY PLANNER — 11-17-82 DATE

APPROVED BY THE CITY PLANNING COMMISSION AT ITS MEETING OF 11/4/82 DATE

Roman Mora — CHAIRMAN

Ernest A. Romero — SECRETARY

COUNTY OF SANTA FE) SS
STATE OF NEW MEXICO) 505971

I hereby certify that this instrument was filed for record on the 17th day of Nov A.D., 19 82 at 9:21 o'clock A m., and was duly recorded in book 122 page 035 of the records of Santa Fe County.

Witness my Hand and Seal of Office
CAROLINA R. LEATHERMAN
County Clerk, Santa Fe County, N.M.

Margaret Lebow
Deputy

LEGEND:

Bearings based on plat of survey by John West, NMPE & LS 676, on August 8, 1974 and titled "Survey Plat for Lands of Frances Sauer-essig".

- ■ power pole
- ⊙ storm sewer manhole
- ⊙ sanitary sewer manhole
- E. INDICATES EVERGREEN TREE.
- D. INDICATES DECIDUOUS TREE.

NOTE:
All open areas are ingress, egress, and utility easements.

PROPERTY DESCRIPTION

A certain tract of land lying and being situate within the Santa Fe Grant, City of Santa Fe, New Mexico and being a composite description of properties formerly described as Tract b, Tract B and Tract C of the Los Pueblos de Santa Fe Subdivision and being more particularly described by metes and bounds as follows:

BEGINNING at the northwesterly corner of the tract from whence Sewer Manhole #A9-31 bears N.55°02'00"W., 79.23 feet, thence from said point of beginning:

S.77°51'00"E., 446.82 feet to a point from whence Sewer Manhole #A9R-12 bears N.76°35'00"E., 122.80 feet, thence;

S.10°03'00"W., 271.27 feet to a point, thence;
N.52°09'00"W., 38.66 feet to a point, thence;
N.73°16'00"W., 150.49 feet to a point, thence;
N.81°54'00"W., 100.90 feet to a point, thence;
N.54°09'00"W., 164.45 feet to a point, thence;
N.72°16'00"W., 0.62 feet to a point, thence;
N.23°17'00"E., 6.20 feet to a point, thence;
N.73°08'00"W., 55.42 feet to a point, thence;
N.23°17'00"E., 176.00 feet to the point and place of beginning.

Containing 2.505 Acres, more or less.

SURVEYORS CERTIFICATE

I HEREBY CERTIFY THAT THIS PLAT AND THE SURVEY ON WHICH IT IS BASED WAS MADE BY ME OR UNDER MY PERSONAL DIRECTION AND CONTROL DURING THE MONTH OF OCTOBER, 1982 AND THAT THE INFORMATION SHOWN HEREON IS TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE AND BELIEF.

Richard E. Smith

RICHARD E. SMITH
NM PLS#5837

Smith & Williamson Surveying Service	CAMINO DE LOS MARQUEZ APARTMENTS
1210 Luisa Suite 5 Santa Fe New Mexico 87501	SANTA FE, NEW MEXICO

DRAWN	DATE	CHECKED	SCALE	PROJECT NO.	COUNTY	SHEET NO.
DM	OCT. 1, 1982	RES	1"= 20'	1641	SANTA FE	1 of 1

BRUNING 44122 2586

ORDINANCE NO. 1971 16

AN ORDINANCE AMENDING ORDINANCE NO. 1962-19 OF THE CITY OF SANTA FE, NEW MEXICO, BY CHANGING THE CLASSIFICATION OF A PORTION OF A CERTAIN AREA WHICH IS PRESENTLY DESIGNATED AND CLASSIFIED AS R-5, SINGLE FAMILY RESIDENTIAL TO RM-1/PUD, MULTIPLE FAMILY RESIDENTIAL PLANNED UNIT DEVELOPMENT.

BE IT ORDAINED BY THE GOVERNING BODY OF THE CITY OF SANTA FE, NEW MEXICO:

Section 1: That the area described as follows:

"Tract 'A'.

"Beginning at the center of a sanitary sewer manhole at the intersection of Don Diego Avenue and Camino De Los Marquez, from which the southwest corner of said tract bears S. 89°26' E, a distance of 143.92'; thence from said southwest corner N. 23°17' E, 156.00'; thence N. 15°34' E, 18.43'; thence S. 80° 05' E, 289.52'; thence S. 10°01' W, 30.50'; thence S. 56°30' E, 12.70'; thence S. 10°01' W, 147.40'; thence N. 77°51' W, 341.20' to the point and place of beginning, all in Ward 2, City of Santa Fe, containing 1.294 acres more or less.

"Tract "B".

"Beginning at the center of a sanitary sewer manhole at the intersection of Don Diego Avenue and Camino De Los Marquez, from which the northwest corner of said tract bears S. 64°28' E, a distance of 132.86'; thence from said northwest corner S. 77°51' E, 340.47'; thence S. 10°01' W, 246.44'; thence S. 52° 09' E, 17.60'; thence N. 73°09' W, 150.10'; thence N. 81°52' W, 100.90'; thence N. 54°16' W, 163.93'; thence N. 72°11' W, 0.70'; thence N. 23° 17' E, 186.61' to the point and place of beginning, all in Ward 2, City of Santa Fe, containing 1.973 acres more or less.

"Tract 3b of the Amended Plat of Linda Vista Addition.

"Beginning at the center of a sanitary sewer manhole at the intersection of Don Diego Avenue and Camino De Los Marquez, from which the northwest corner of

said tract bears S. 55°02' W, a distance of 79.23'; thence from said northwest corner S. 77°51' E, 56.15'; thence S. 23°17' W, 181.04'; thence N. 73.08' W, 55.50'; thence N. 23°17' E, 176.38' to the point and place of beginning, all in Ward 2, City of Santa Fe, containing 0.226 acres more or less."

which by Ordinance No. 1962-19 of the City of Santa Fe, New Mexico, is restricted to and classified as R-5, Single Family Residential District, and subject to the regulations pertaining thereto, be and the same is hereby reclassified to and restricted by RM-1/PUD, Multiple Family Residential Planned Unit Development Regulations as defined and set forth in said Ordinance No. 1962-19.

Section 2: The Official Zoning Map of Ordinance No. 1962-19 of the City of Santa Fe, New Mexico, be and the same is hereby amended to conform to and comply with the reclassification and redistricting as set forth in Section 1 and Section 2 hereof, as above set forth.

Section 3: This ordinance shall be effective five days after its publication by title and general summary of its subject matter as provided by Section 14-16-4 of the Municipal Code.

PASSED, ADOPTED AND APPROVED this 9 day of June, 1971.

MAYOR

ATTEST:

CITY CLERK

Santa Fe Public Schools

Property & Asset Management
Residential Development Impact Information Form
School Notification as required by City Ordinance 14-8.18 AFCC 1987

1. Project Name: _214 Camino de los Marquez _____
2. Location of Property: _214 Camino de los Marquez_____
3. Owner/Agent Name: _Santa Fe Opera/JenkinsGavin, Inc._____
   Mailing Address: _130 Grant Ave, Suite 101, Santa Fe, NM 87501 _____
   Phone & Fax: _505-820-7444 _____
4. Unit Matrix

PROJECT EFFECT ON STUDENT POPULATION

Unit Type	Unit Quantity	Average Price
Single Family (detached) Single Family (attached) Townhome/ Apartment Multi-Family Commercial	83 (50 Existing)	TBD

5. Elementary School Zone for Proposed Development: Wood Gormley Elementary
6. Middle School Zone for Proposed Development: Milagro Middle School
7. High School Zone for Proposed Development: Santa Fe High
8. Build out Rates (Year/s; #/yr): Q2 2027, 83 units

Educational Services Center
610 Alta Vista
Santa Fe, NM 87505
Telephone (505) 467-2000
www.sfps.info

For questions & submittal, contact:
Santa Fe Public Schools, Property & Asset Management,
2195 Zia Road, Santa Fe NM 87505
505 467 3400

Site Threshold Assessment (STH)

A Site Threshold Assessment (STH) is required of all developing or redeveloping properties that directly or indirectly access a state highway.

District No. _____

Project No. _____

Permit Applicant

Date: 7/8/2024

Applicant Name: Carl Vermillion

Business Name: Bohannan Huston Inc

Business Address: 7500 Jefferson St NE

City: Albuquerque State: NM Zip Code: 87109 -

Site Description

Development Type		Site Information (fill in all that apply)			
Residential	X	Building Size (SF)		Dwelling Units	50 existing units - red
Retail		Parcel Size (ac)		Rooms	
Office		Roadway Frontage (ft)		Beds	
Industrial		Parking Spaces		Students	
Institutional		Employees		Seats	
Lodging		Other		Fuel Pumps	
Restaurant				Courts	
Convenience/Gas				Storage Units	
Other					

The STH examines existing roadway volumes and anticipated site trip generation for the purpose of determining if additional analyses are required. If the site characteristics and the trip generation estimate for a proposed development do not satisfy the requirements for a STA or a TIA as determined by the District Traffic Engineer, the STH should be approved and the traffic study requirement for the proposed development will be complete. If additional analysis is required based on the results of the STH, the District Traffic Engineer should indicate to the applicant the level of analysis that is required.

Existing Roadway Data

Highway No.: Camino de los Marquez

Highway ADT: 5,792

Number of Lanes (two-way): 2

Site Mile Post: N/A

Count Year: 2011

Func. Class.: unclassified

Trip Generation

ITE Trip Generation Land Use Category: 221 - Multifamily Housing (Mid R

AM Peak Hour Trips	Enter:	3	Exit:	9
PM Peak Hour Trips	Enter:	8	Exit:	5

Exceeds Threshold: **Y** **or** **(N)** → If Yes, is a **STA** or **TIA** Required?

Thresholds

STA: 25 to 99 peak-hour total trips and more than 1,000 vehicles per lane per day on adjacent highway.

TIA: 100 or more peak-hour total trips.

Other Requirement Basis / DTE Comments: An existing multifamily apartment complex exists at this location which will be captured in the existing traffic counts. The difference between the proposed 83 dwelling unit complex and the existing 50 dwelling unit complex is provided in this form.

See the attached sheets for further information.

Multifamily Housing (Mid-Rise)
Not Close to Rail Transit (221)

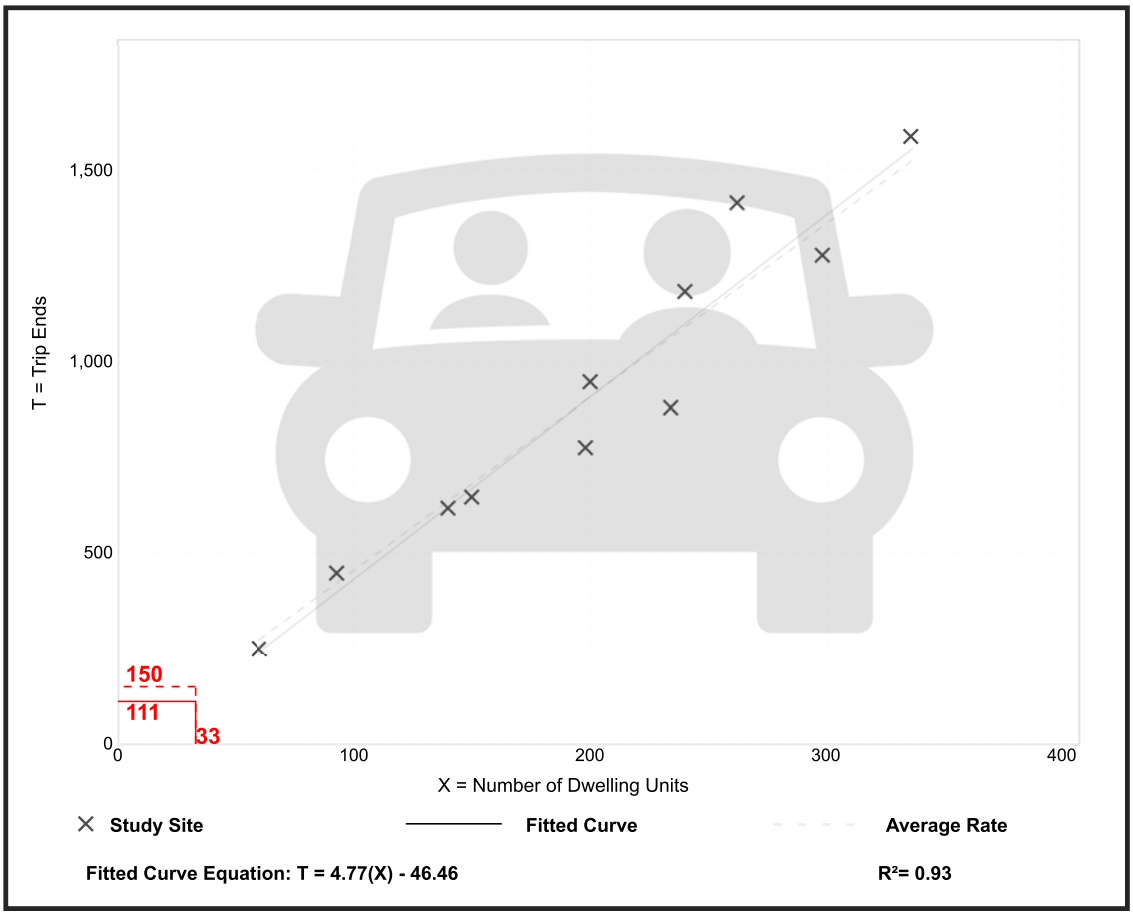
Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 11
Avg. Num. of Dwelling Units: 201
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
4.54	3.76 - 5.40	0.51

Data Plot and Equation



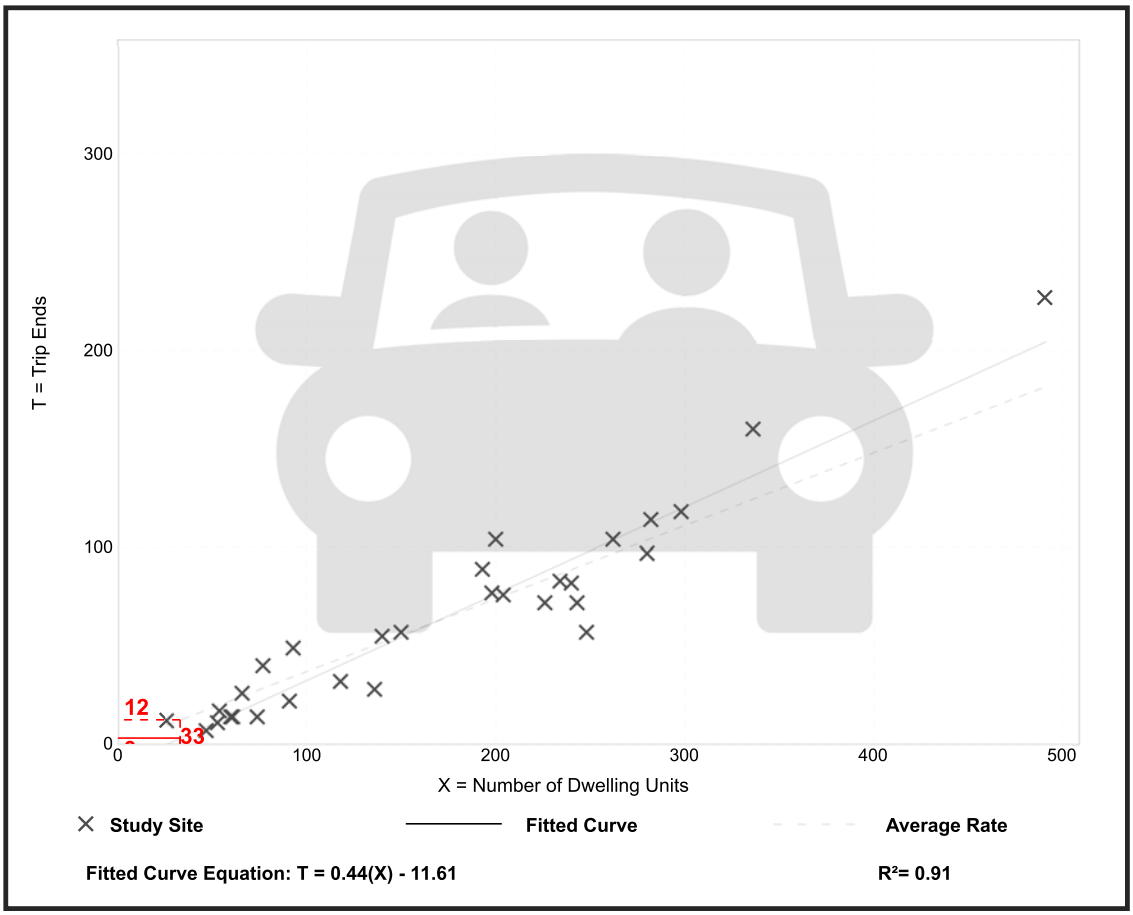
Multifamily Housing (Mid-Rise)
Not Close to Rail Transit (221)

Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 30
Avg. Num. of Dwelling Units: 173
Directional Distribution: 23% entering, 77% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.37	0.15 - 0.53	0.09

Data Plot and Equation



Trip Gen Manual, 11th Edition • Institute of Transportation Engineers

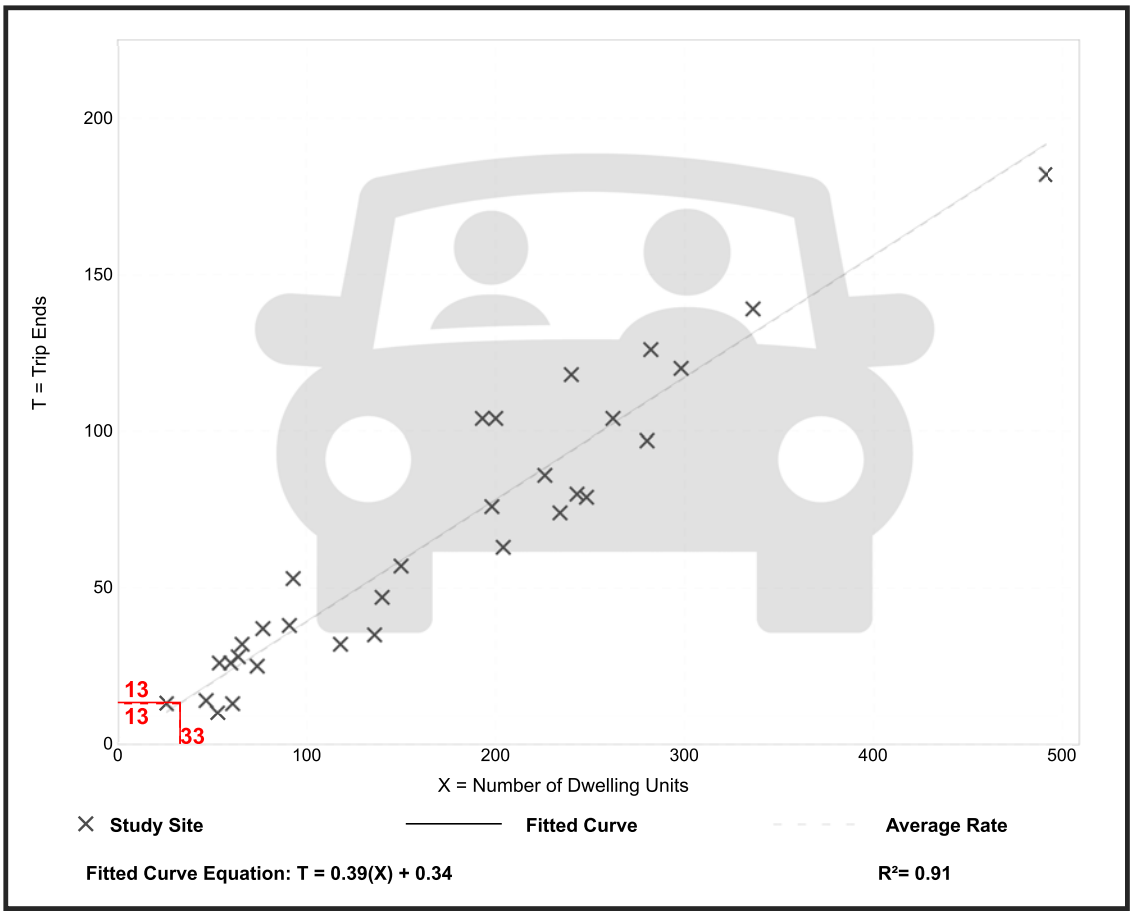
Multifamily Housing (Mid-Rise)
Not Close to Rail Transit (221)

Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 31
Avg. Num. of Dwelling Units: 169
Directional Distribution: 61% entering, 39% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.39	0.19 - 0.57	0.08

Data Plot and Equation



Trip Gen Manual, 11th Edition • Institute of Transportation Engineers

214 Camino de Los Marquez Trip Generation

Land Use	ITE Land Use	ITE Code	Size	Daily	AM	AM Enter	AM Exit	PM	PM Enter	PM Exit
Residential	Multifamily Housing (Mid Rise)	221	33 DU's	150	**12**	3	9	**13**	8	5

Lauren McAllister

From: VALDEZ, BENJAMIN P. <bpvaldez@santafenm.gov>
Sent: Friday, August 16, 2024 1:47 PM
To: Lauren McAllister; BARNETT, LAWRENCE
Cc: Jennifer Jenkins; BILETNIKOFF, JANICE I.
Subject: Re: New Residential Development

Good afternoon Lauren,

I reviewed the proposal and it should have no impact on our call volume in this location based on historical records concerning police calls for services.

This of course can change based on the conduct of the residential occupants, but we have ordinances (Nuisance Abatement) that can be used to address those concerns if they arise.

Thank you,

Ben Valdez
Deputy Chief of Police / Administration
Santa Fe Police Department
Office # 505-955-5040

SANTA FE POLICE
AMERICA'S OLDEST CAPITAL CITY

CLASS #420
School of Police Staff & Command

From: Lauren McAllister <lauren@jenkinsgavin.com>
Sent: Friday, August 16, 2024 12:13 PM
To: VALDEZ, BENJAMIN P. <bpvaldez@santafenm.gov>; BARNETT, LAWRENCE <lbarnett@santafenm.gov>
Cc: jennifer@jenkinsgavin.com <jennifer@jenkinsgavin.com>; BILETNIKOFF, JANICE I. <jibiletnikoff@santafenm.gov>
Subject: RE: New Residential Development

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good afternoon Deputy Chief Valdez and Captain Barnett,

Attached is an arial of the 50-unit apartment (214 Camino de los Marquez) we are looking to redevelop. We are proposing to redevelop the site as an 83-unit project, increasing it by 33 units. Is there adequate emergency services capacity to serve the project?

Thank you.

Lauren McAllister

Project Assistant



130 Grant Avenue, Suite 101
Santa Fe, New Mexico 87501
Ph. (505) 820-7444
Cell (575) 770 5489
lauren@jenkinsgavin.com
www.Jenkinsgavin.com

From: Lauren McAllister
Sent: Friday, August 16, 2024 9:18 AM
To: 'bpvaldez@santafenm.gov' <bpvaldez@santafenm.gov>; 'lbarnett@santafenm.gov' <lbarnett@santafenm.gov>
Cc: Jennifer Jenkins <Jennifer@jenkinsgavin.com>; 'jibiletnikoff@santafenm.gov' <jibiletnikoff@santafenm.gov>
Subject: New Residential Development

Good morning Valdez and Barnett,

We are working on rezoning the property at 214 Camino de los Marquez and the City asked that we contact SFPD to confirm there is adequate emergency services capacity to serve the project. The property is currently developed with a 50-unit apartment community and we are proposing to redevelop the site as an 83-unit project, so an increase of 33 units.

Thank you.

Lauren McAllister
Project Assistant



130 Grant Avenue, Suite 101
Santa Fe, New Mexico 87501
Ph. (505) 820-7444
Cell (575) 770 5489
lauren@jenkinsgavin.com
www.Jenkinsgavin.com

Lauren McAllister

From: Gabe Romero <gromero@sfps.k12.nm.us>
Sent: Wednesday, August 14, 2024 1:50 PM
To: Jennifer Jenkins
Cc: Lauren McAllister; BILETNIKOFF, JANICE I.; Eugene Bostwick
Subject: Re: [EXTERNAL SENDER] New Residential Development

Hi Jennifer,

We do not have objections to this redevelopment, and we will take the notification of the additional 33 units into consideration for our school planning.

Thank You,

Gabe D. Romero
Executive Director of Operations
Office# (505) 467-3414



On Wed, Aug 14, 2024 at 12:50 PM Jennifer Jenkins <Jennifer@jenkinsgavin.com> wrote:

> Hi Gabe,
>
> I hope this message finds you well. I am working on rezoning the property at 214 Camino de los Marquez and the City asked that we contact SFPS to confirm school capacity to serve the project. The property is currently developed with a 50-unit apartment community and we are proposing to redevelop the site as an 83-unit project, so an increase of 33 units. Are you the correct person to respond to this request? If not, could you please direct me to the appropriate individual?
>
> Thanks so much.
>
> Jennifer Jenkins
>
> JENKINSGAVIN
> LAND USE | PROJECT MANAGEMENT

City of Santa Fe,New Mexico
UTILITY SERVICE APPLICATION

***Fill in all highlighted fields on this application. Applicant must sign and date application.**

Check one only:
- ✓ Sewer Service Technical Evaluation Request
- ✓ Water Service Technical Evaluation Request
- ___ Agreement for Metered Service (AMS)
- ___ Agreement to Construct and Dedicate Public Improvements (ACD)
- ___ Annexation Application Water Budget
- ___ Water Offset Program/Water Rights Compliance Evaluation Request

WORK ORDER # _____

Applicant Name: Jennifer Jenkins

Project Address: 214 Camino de Los Marquez

***Required - Attach a Plat of the Property (legal lot of record and proposed development)**

Plat Filing Information: Year 1982 Book 122 Page 035 Township, Range, Section: T17N R9E S25

Location: (check one only) Inside Corporate City Limits ✓ Outside Corporate City Limits ___

Property Uniform Property Code: 1-054-098-018-184 Existing Well: Yes ___ No ✓

Legal Description including lot size: 2.501 acres lot at 214 Camino de Los Marqez T17N R9E S25 with a UPC of 1-054-098-018-184

Short Description of Project: _50-unit multi-family project to a 83-unit community comprised of two three-story building

Construction Start Date: September 2026

*RESIDENTIAL PROJECT - Complete the following

1. Type of project: (i.e. Single Family Residence, Subdivision, Lot split, Apartments)	_Apartments_____
2. Total number of lots approved on final plat/development plan:	_33 Units_
3. Total number of homes existing or under construction:	_50 Units_
4. Size of service requested: (5/8", 3/4", 1" or 2")	_TBD__

***Please fill in all categories below that apply for which water service is requested:**

--- COMPLETED BY APPLICANT --- Number of Lots or Units		*--- COMPLETED BY STAFF ---* Water Use Factors	Annual Water Demand
_____	Single Fami`ly Dwelling Unit, lot size less than 6,000 sq. ft.	.15 afy per d.u.	_____
_____	Single Family Dwelling Unit, lot size 6,000-10,890 sq. ft	.17 afy per d.u.	_____
_____	Single Family Dwelling Unit, lot size greater than 10,890 sq. ft.	.25 afy per d.u.	_____
_____	Mobile Home (in Mobile home park)	.17 afy per d.u.	_____
_____	Accessory Dwelling Unit	.09 afy per d.u.	_____
_83 _	Apartment/Condominium	.16 afy per d.u. *	_____
_____	Senior Complex	.12 afy per d.u.	_____
_83*__ Total		**Total Residential Water Demand**	**_____ AFY**

*33 New Units

*COMMERCIAL PROJECT - Complete the following

Type of Project: (i.e. Office, Retail, Mixed, etc.) _____
Total gross floor area of building: _____ square feet
Total area of lot, tract or parcel: _____ acres
Automatic Fire Sprinkler System: _____ Yes _____ No
Building Construction Type: _____
Building Square Footage: _____
Site Plan Attached: _____Yes _____ No

*Please check all use categories below that are planned for the building and the gross floor areas of each use within the proposed building.

---- COMPLETED BY APPLICANT ----		---- COMPLETED BY STAFF ----	
Check Type of Use	Gross Floor Area	Water Use Factors	Annual Water Demand
Commercial			
____ Office – Non-medical	_____	(0.70 afy per 10,000 s.f.)	_____
____ Medical Office	_____	(0.72 afy per 10,000 s.f.)	_____
____ Office – City/State	_____	(0.58 afy per 10,000 s.f.)	_____
____ Research and Development Lab	_____	(1.18 afy per 10,000 s.f.)	_____
____ Manufacturing – Goods	_____	(0.21 afy per site)	_____
____ Manufacturing – Consumables	_____	(2.33 afy per site)	_____
____ Laundromat, Commercial	_____	(0.78 afy per machine)	_____
____ Laundromat, Other	_____	(0.22 afy per machine)	_____
____ Drycleaner	_____	(0.41 afy per site)	_____
____ Plant Nursery	_____	(0.56 afy per 10,000 s.f.)	_____
____ Gyms with showers	_____	(8.94 afy per site)	_____
____ Gyms without showers	_____	(0.77 afy per site)	_____
____ Salons	_____	(0.21 afy per site)	_____
____ Pet Grooming	_____	(0.52 afy per site)	_____
____ Pet Daycare	_____	(0.11 afy per site)	_____
____ Retail, Large (Individual stores or shopping areas > 75,000 sq ft)	_____	(0.45 afy per 10,000 s.f.)	_____
____ Neighborhood Center/Medium Retail (Individual stores or shopping areas 75,000-25,000 sq ft)		(0.43 afy per 10,000 s.f.)	_____
____ Retail, Small (Individual stores or shopping areas < 25,000 sq ft)	_____	(0.06 afy per site)	_____
____ Gallery	_____	(0.60 afy per site)	_____
____ Grocery Store	_____	(1.27 afy per 10,000 s.f.)	_____
____ Restaurant (full service)	_____	(0.02 afy per seat)	_____
____ Restaurant (limited service)	_____	(1.63 afy per Site)	_____
____ Gasoline Station w/ Car Wash	_____	(6.56 afy per Site)	_____

____ Gasoline Station _____ (0.88 afy per Site) _____

City of Santa Fe,New Mexico

UTILITY SERVICE APPLICATION

____ Car Wash (full service) _____ (5.66 afy per Site) _____
____ Car Wash (limited service) _____ (0.94 afy per Wash Bay) _____
____ Auto Repair _____ (0.12 afy per site) _____
____ Car Rental _____ (0.12 afy per site) _____

____ Car Sales _____ (0.07 afy per 10,000 s.f.) _____

____ Self Storage _____ (0.13 afy per site) _____

____ Wholesale, Warehousing _____ (0.4 afy per 10,000 s.f.) _____
____ Industrial, Manufacturing _____ (applicant estimate of water use)_____

____ Church w/ day care or school) _____ (1.3 afy per Site) _____
____ Church w/o day care or school) _____ (0.6 afy per Site) _____

____ Hotel No. of rooms _____ (.13 afy per room) _____
____ Motel No. of rooms _____ (.09 afy per room) _____

Public Services

____ School, Elementary (0.53 afy per 100 students) _____
____ School, Middle or Junior High (1.68 afy per 100 students) _____
____ School, Senior High (2.64 afy per 100 students) _____
____ Schools, Daycare (0.85 afy per 100 kids) _____

____ Places of Worship (0.15 afy per site) _____
With Daycare and school (0.95 afy per site) _____

____ Parks (1.48 afy per acre) _____

____ **Other** (not listed above) Please attach (with attachment) _____

water demand calculations and assumptions used

Total Floor Area _____

Total Commercial Water Demand _____AFY

Total Residential Water Demand _____AFY

TOTAL PROJECT WATER DEMAND _____AFY

13.19 AFY See attached water budget.

City of Santa Fe,New Mexico
UTILITY SERVICE APPLICATION

OWNER:_Santa Fe Opera_____ Mailing Address:_P.O. Box 2408_____ _Santa Fe, NM 87501___ _____ Phone Number: _____ Mobile Number:_____		***Only If Applicable** AGENT: _Jennifer Jenkin_____ Title: _____ Mailing Address:_130 Grant Ave_____ _Santa Fe, NM 87504_____ Phone Number: _505-820-7444_____ Mobile Number:_505-930-6149_____

Information Provided By: Check one: Owner _____ Agent ✓

Signature: _____ Date: 8/14/24

Technical Evaluation to be Sent to: Check one: Owner _____ Agent ✓

COMMENTS: _____

_____

_____

APPLICANTS, PLEASE NOTE:

- Ordinance 2008-53, prohibits new connections outside the presumptive city limits including the Agua Fria traditional historic community (AFTHC) unless specific conditions are met. Applications for service outside the presumptive city limits and AFTHC must include documentation showing these conditions are met or the application will be rejected. The documents required are shown below.
- A map of the proposed project in relation to the existing city limits and the presumptive city limits
- A detailed description of the proposed develop0ment including the type and size of proposed land uses
- The health, safety and welfare or other legal reason for the connection
- A site water budget
- Documentation from the County of Santa Fe that county water service is not available
- Documentation from the wastewater division regarding sewer availability
- A certified Santa Fe Homes Proposal as set forth in Section 14-8.11 SFCC 1987 if applicable

PRELIMINARY WATER BUDGET
214 Camino de Los Marquez Rezone
August 14, 2024

83 dwelling units
1.5 residents per dwelling unit

Usage Per Unit

4 FLUSHES/DAY @ 1.26 GAL EACH	2,759.4	GPY		
SHOWER - 10 MINUTES/DAY @ 1.5 GPM	8,212.5	GPY		
BATHROOM SINK - 5 MIN/DAY @ 2.5 GPM	6,843.8	GPY		
LAUNDRY - 0.3 LOADS /DAY @ 20 GAL/LOAD	3,650.0	GPY		
DISHWASHER - 0.3 LOADS/DAY @ 13 GAL/LOAD	2,135.3	GPY		
KITCHEN SINK - 7 MIN/DAY @ 2.0 GPM	7,665.0	GPY		
CLEANING - 3.0 GAL/WEEK	12,948.0	GPY		
SUBTOTAL PER UNIT	*44,213.9*	*GPY*	*0.136*	*AFY*
TOTAL USAGE FOR 83 UNITS	3,669,753.7	GPY	11.26	AFY
LANDSCAPE IRRIGATION	244,388.3	GPY	0.75	AFY
DEVELOPMENT WATER BUDGET*			**12.01**	**AFY**
9.8% Contingency per SFCC §14-8.13(E)(1)			**1.177**	**AFY**
TOTAL WATER DEMAN OFFSET			**13.19**	**AFY**
ANNUAL WATER USE PER DWELLING UNIT			**0.145**	**AFY**

*Per SFCC 14-8.13(B)(3) the Development Water Budget will be reduced by an amount equal to the average annual consumption in the twenty-four months that the highest water use was active during the preceding ten years.

November 4, 2024

Santa Fe Opera
P.O. Box 2406
Santa Fe, New Mexico 87501
Attn: Robert K. Meya

RE: Financial Guarantee Agreement for Wastewater Improvements at 214 Camino de los Marquez

Dear Robert:

This letter memorializes a Financial Guarantee Agreement between the City of Santa Fe (the "City") and the Santa Fe Opera, (the "Owner") and confirms the City's receipt of a check from the Owner in the amount of $73,213.06 (the "Guarantee Funds") pursuant to the Santa Fe City Code ("SFCC"), Section 14-9.5. The Guarantee Funds shall be held in an escrow account, Financial Guarantee Sub-Ledger Escrow #_____, at Wells Fargo Bank for the purpose of guaranteeing the completion of certain off-site improvements (the "Required Improvements") identified in the Engineer's Opinion of Probable Cost ("Engineer's Estimate"), attached as Exhibit 1, for the development project known as 214 Camino de los Marquez (City Land Use Department Case No. #2024-8898) (the "Project"). This Financial Guarantee Agreement shall be filed and maintained with the records of the City Land Use Department. A copy of the check for the Guarantee Funds is attached as Exhibit 2. A copy of the receipt confirming the City's acceptance of the Guarantee Funds is attached as Exhibit 3.

All Required Improvements must be completed in accordance with City-approved plans. Once the Owner has completed a portion of the Required Improvements, the Owner may request a reduction in the amount of the Financial Guarantee. To do so, the Owner shall contact the City Engineer at 505-955-6641 for verification and shall submit a written request for reduction using the form attached as Exhibit 4, entitled Certificate of Partial Construction and Partial Release of Financial Guarantee ("CPCR"). If the City Engineer determines based on an inspection that the improvements have been completed according to City-approved plans, then the City Engineer will approve an estimate for the cost of the completed improvements, based on the unit prices contained in the Engineer's Estimate, and the City shall issue the completed CPRC to the Owner. The issuance of the CPRC shall reduce the amount of the Guarantee Funds, and the equivalent amount of the Guarantee Funds shall be promptly released from escrow and refunded to the Owner.

Upon completion of all Required Improvements, the Owner shall submit a written request for final approval of the Required Improvements (and acceptance of the Required Improvements to be dedicated and accepted by the City, if any) to the City Land Use Department. The City Engineer shall conduct a final inspection of the Required Improvements. If the City Engineer determines that the Required Improvements have been completed in accordance with City-approved plans, the City shall issue a Certificate of Final Completion and Acceptance ("CFCA"), which shall begin the Warranty Period (described below).

The Owner shall warranty the Required Improvements for a period of one (1) year after acceptance by the City ("Warranty Period") and shall repair or replace defects at no cost to the City during the

Warranty Period. Ten percent (10%) of the Guarantee Funds shall be held in escrow during the Warranty Period.

The Owner must complete the Required Improvements and obtain City approval before the issuance of any demolition or construction permits for the Project. Subject to an approval letter from the Stan Holland, City Wastewater Engineer, or designee, the Owner may submit demolition permit application(s) prior to commencing the Required Improvements. If the Required Improvements are not timely completed, the Owner is in default of this agreement, and the City may use Guarantee Funds in any manner and in any combination it deems necessary to complete the Required Improvements. The City shall use only the portion of the Guarantee Funds necessary to complete the Required Improvements. Such use of the Guarantee Funds does not relieve the Owner of the obligation to complete the Required Improvements or any warranty repairs. Prior to using any Guarantee Funds to complete the Required Improvements, the City shall provide the Owner with written notice of the default and shall grant the Owner a minimum of ninety (90) days to cure the default. The City shall send the notice to the following address by reputable overnight courier or by certified mail, return receipt requested: Santa Fe Opera, P.O. Box 2406, Santa Fe New Mexico 87501, Attention: Robert K. Meya.

The Owner may submit a written request for a refund of any remaining Guarantee Funds upon (1) expiration of the Warranty Period and completion of all warranty items, (2) the Owner's written withdrawal of the City-approved development plan prior to seeking a construction permit for the Project, (3) the expiration of the development plan under SFCC Section 14-3.19; or (4) the Owner's written withdrawal of the construction permits prior to any disturbance or work being conducted on the site. Within thirty (30) days of such written request, the City shall release all remaining Guarantee Funds from escrow and refund the Guarantee Funds to the Owner.

Sincerely,

_____

City Engineer

City of Santa Fe

Attachments: Exhibit 1: Engineer's Estimate
Exhibit 2: Copy of Check
Exhibit 3: City Receipt
Exhibit 4: CPCR

Sub-Ledger Escrow #_____

By signing below, I accept the terms of this Financial Guarantee Agreement.

Santa Fe Opera

By: _____ 4/15/24

Name: Robert K. Meya Date

Title: General Director

TIERRA WEST, LLC
FINDING YOUR DIRECTION

EXHIBIT 1

SEWER IMPROVEMENTS
PROJECT: 214 Camino de los Marquez
OPINION OF PROBABLE COST

2CPN No.
Date: ***21-Oct-24***
TW No ***2024096***
Eng.:
Rev.: ***Sewer Work***

				BUDGET	
ITEM NO.	DESCRIPTION	UNIT	QUANTITY	U. PRICE	CAL. COST
	By-pass Pumping				
	By-pass pumping 6" Set up	EA	1	$ 4,500.00	$ 4,500.00
	By-pass pumpiing per hour	Per Hour	168	$ 175.00	$ 29,400.00
	Based on approx. 7 days of pumping				**$ 33,900.00**
	Manhole Replacement				
920.570	Manhole Remove and Dispose. All depths 4-6' Dia	EA	1	$ 543.23	$ 543.23
920.070	Manhole, 4' Dia., Type "C" or "E", 6' tp 10' deep. CIP. SD2101	EA	1	$ 6,781.52	$ 6,781.52
	Manhole protective coating, epoxy or poly	EA	1	$ 2,600.00	$ 2,600.00
	Mobilization for subcontractor coating crew and equipment	EA	1	$ 945.00	$ 945.00
					$ 10,869.75
	Pipe Bursting				
931.020	Pipe Bursting, SAS Rehab. Existing 8" to 10", CIP	LF	128	$ 56.25	**$ 7,200.00**
	2024096				
				Subtotal	**$ 51,969.75**
			Subtotal		**$ 51,969.75**
	Materials Testing		1.00%		$519.70
	Staking		1.43%		$743.17
	Survey		0.74%		$384.58
	Mobilization		4.26%		$2,213.91
	Demobilization		0.30%		$155.91
	Construction Traffic Control & Barricading		12.50%		$6,496.22
	CONTINGENCY		10.00%		$5,196.98
			Subtotal		**$67,680.21**
	NM Tax		8.175%		$5,532.86
			Total		**$73,213.06**

RONALD R. BOHANNAN
NEW MEXICO
7868
PROFESSIONAL ENGINEER

10/23/2024

Lauren McAllister

From: HOLLAND, TOWNSEND S. <tsholland@santafenm.gov>
Sent: Tuesday, October 29, 2024 1:06 PM
To: BILETNIKOFF, JANICE I.
Cc: Lauren McAllister; Jennifer Jenkins
Subject: RE: 214 Cam. De Los Marquez
Attachments: 214 Camino de los Marquez - Sewer Cost Estimate_10.23.24 v2.pdf

Janice,
This is to confirm that the Wastewater Division has reviewed and finds the opinion of probable cost in the amount of $73,213.06 submitted by Tierra West, LLC, for the 214 Camino de los Marquez sewer improvements to be adequate.

Please contact me with any questions

T. Stanley Holland, P. E.
Wastewater Division
73 Paseo Real
Santa Fe,New Mexico 87507
505-955-4637
tsholland@santafenm.gov

From: Jennifer Jenkins <Jennifer@jenkinsgavin.com>
Sent: Tuesday, October 29, 2024 10:23 AM
To: HOLLAND, TOWNSEND S. <tsholland@santafenm.gov>
Cc: Lauren McAllister <lauren@jenkinsgavin.com>; BILETNIKOFF, JANICE I. <jibiletnikoff@santafenm.gov>
Subject: RE: 214 Cam. De Los Marquez

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Stan,

Checking on your review of the estimate. Appreciate your assistance.

Thank you.

Jennifer Jenkins

JENKINSGAVIN
LAND USE | PROJECT MANAGEMENT

130 Grant Avenue, Suite 101
Santa Fe, New Mexico 87501
O: 505.820.7444
M: 505.930.6149

jennifer@jenkinsgavin.com
www.jenkinsgavin.com

From: HOLLAND, TOWNSEND S. <tsholland@santafenm.gov>
Sent: Thursday, October 24, 2024 11:12 AM
To: Jennifer Jenkins <Jennifer@jenkinsgavin.com>
Cc: Lauren McAllister <lauren@jenkinsgavin.com>; BILETNIKOFF, JANICE I. <jibiletnikoff@santafenm.gov>
Subject: RE: 214 Cam. De Los Marquez

Thanks. Will review asap

T. Stanley Holland, P. E.
Wastewater Division
73 Paseo Real
Santa Fe,New Mexico 87507
505-955-4637
tsholland@santafenm.gov

From: Jennifer Jenkins <Jennifer@jenkinsgavin.com>
Sent: Wednesday, October 23, 2024 6:11 PM
To: HOLLAND, TOWNSEND S. <tsholland@santafenm.gov>
Cc: Lauren McAllister <lauren@jenkinsgavin.com>; BILETNIKOFF, JANICE I. <jibiletnikoff@santafenm.gov>
Subject: RE: 214 Cam. De Los Marquez

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Stan,

The estimate for the sewer line and manhole replacement is attached for your review and approval.

Please let me know if you have any questions.

Thank you.

Jennifer Jenkins

130 Grant Avenue, Suite 101
Santa Fe, New Mexico 87501
O: 505.820.7444
M: 505.930.6149
jennifer@jenkinsgavin.com
www.jenkinsgavin.com

EXHIBIT 4

CERTIFICATE OF PARTIAL CONSTRUCTION AND PARTIAL RELEASE OF FINANCIAL GUARANTY

Letter of Credit No.: _____ ("the Letter of Credit"), expiring _____.

Applicant: [Lender's Customer] (Hereinafter "Applicant")

Issuer: [Lender] (Hereinafter "Issuer") whose mailing address is _____, whose physical delivery address is _____, and whose facsimile number is _____.

Beneficiary: City of Santa Fe Land Use Department (LUD), (Hereinafter "Beneficiary"), whose mailing address is P.O. Box 909, Santa Fe, New Mexico 87504-0909 and whose physical address is 200 Lincoln Avenue, Santa Fe, New Mexico 87501.

Project: [Describe project or matter] (Hereinafter "the Project")

LUD Case No.: _____; BP No. (Grading): _____; BP No. (Landscape/Utility): _____

City Clerk Item No.: _____ *(For Beneficiary administrative use only – Absence of number shall not affect validity of this Acknowledgement and Partial Release)*

Engineer's Estimate: [Describe Estimate] or other professional's estimate as determined by the City attached hereto and incorporated herein as Exhibit "1" as modified or amended with Issuer's and Beneficiary's express, written, consent (Hereinafter "the Engineer's Estimate")

Date: _____

The undersigned, _____ as an authorized agent of Beneficiary, acting on behalf of Beneficiary, hereby certifies as follows:

1. I am authorized to execute this Certificate of Partial Construction and Partial Release of Financial Guaranty ("CPC") on behalf of Beneficiary.

2. This CPC is being issued to Applicant to acknowledge that the Beneficiary has inspected certain work items constructed by Applicant or has accepted certification from a City approved construction engineer and that Beneficiary's finds that the following work described in the Engineer's Estimate has been constructed or has reasonable cause to believe said work has been constructed as presented in the pay estimate presented by the Applicant or the Applicant's authorized representative.

3. Beneficiary acknowledges that the face amount of the Letter of Credit and the Issuer's obligations to pay in accordance therewith is hereby reduced by the amount of $_____ resulting in a ____% total reduction to date.

4. According to the records of the Beneficiary based upon all of the Certificates of Partial Construction issued by Beneficiary to date, the face amount of the of the Letter of Credit after the reduction described above is $_____ or a ___% of the original financial guaranty amount.

Executed this _____ day of _____, 200__.

CITY OF SANTA FE

By: _____
(Signature)

_____
(Print Name)

_____
(Title)

ACKNOWLEDGMENT

STATE OF NEW MEXICO)
) ss.
COUNTY OF _____)

On this _____ day of _____, 20___, before me personally appeared _____, as _____ of the City of Santa Fe, a municipal corporation, for and on behalf of said municipal corporation, personally known to me OR proved to me on the basis of satisfactory evidence to be the person whose name is subscribed to the foregoing Certificate and acknowledged to me that he/she executed the same in his/her authorized capacity, and that by his/her signature on the instrument the person or the entity upon behalf of which the person acted executed the instrument.

Witness my hand and official seal.

_____
Signature of Notary Public

_____
Printed Name of Notary Public

My Commission Expires: _____

dc: (Owner)
(Constr. Engr.)
LUD Constr. File No.:
LUD FG File No.:

Letter of Credit

///, 2025

Governing Body

Case 2024-8898: 214 Camino De Los Marquez Rezoning

ATTACHMENT C

Early Neighborhood Notification (ENN) Materials

EARLY NEIGHBORHOOD NOTIFICATION MEETING

Request for Staff Attendance

Project Information

Project Name: 214 Camino de los Marquez Rezone

Address: 214 Camino de los Marquez Parcel Size: 2.501 acres

Zoning: R-21 PUD Future Land Use: High Density Residential

Preapplication Conference Date: July 11, 2024

Detailed Project Description: Proposed rezoning from R-21 PUD to R-29 to enable the redevelopment of an existing 50-unit multi-family project to an 83-unit community comprised of two three-story buildings.

Property Owner Information

Name: Santa Fe Opera

Address: P.O. Box 2408, Santa Fe, NM 87504-2408

Phone: E-mail Address:

Applicant/Agent Information (if different from owner):

Name: **JenkinsGavin, Inc.**

Address: **130 Grant Avenue, Suite 101, Santa Fe, NM 87501**

Phone: 505-820-7444 E-mail Address: jennifer@jenkinsgavin.com

Agent Authorization (if applicable):

I am/We are the owner(s) and record title holder(s) of the property located at:

I/We authorize See attached letter of authorization. to act as my/our agent to execute this application.

Signed: Date:

Signed: Date:

Proposed ENN Meeting Dates:

Provide 2 options:	***Preferred Option***	***Alternative***
DATE:	July 30, 2024	
TIME:	**5:30 p.m.**	
LOCATION:	Via Zoom	

JENKINSGAVIN
LAND USE | PROJECT MANAGEMENT

EARLY NEIGHBORHOOD NOTIFICATION MEETING

July 15, 2024

RE: 214 Camino de los Marquez Rezone

Dear Neighbor:

This letter is being sent as notice of a neighborhood meeting to discuss an upcoming application to the City of Santa Fe to rezone the 50-unit Axton Apartment property from R-21 PUD (Residential Planned Unit Development, 21 dwellings/acre) to R-29 (Residential, 29 dwellings per acre), with the intention to redevelop the property as a new 83-unit multi-family community. The ±2.5-acre property is located at 214 Camino de los Marquez and is currently zoned R-21 PUD. Please refer to the attached Conceptual Site Plan, Vicinity Map, and ENN Guidelines for more information.

In accordance with the requirements of the City of Santa Fe's Early Neighborhood Notification regulations, this is to inform you that a meeting is scheduled for:

When: **July 30, 2024 at 5:30 p.m.**
Where: **Via Zoom**
Zoom Link: **Available at** https://santafe.primegov.com/public/portal

Early Neighborhood Notification is intended to provide for an exchange of information between prospective applicants for development projects and the project's neighbors before plans become too firm to respond meaningfully to community input. If you have any questions or comments, please contact Jennifer Jenkins at 505-820-7444 or jennifer@jenkinsgavin.com. Persons with disabilities in need of special accommodations, or the hearing impaired needing an interpreter, please contact the City Clerk's Office (955-6520) 5 days prior to the meeting date.

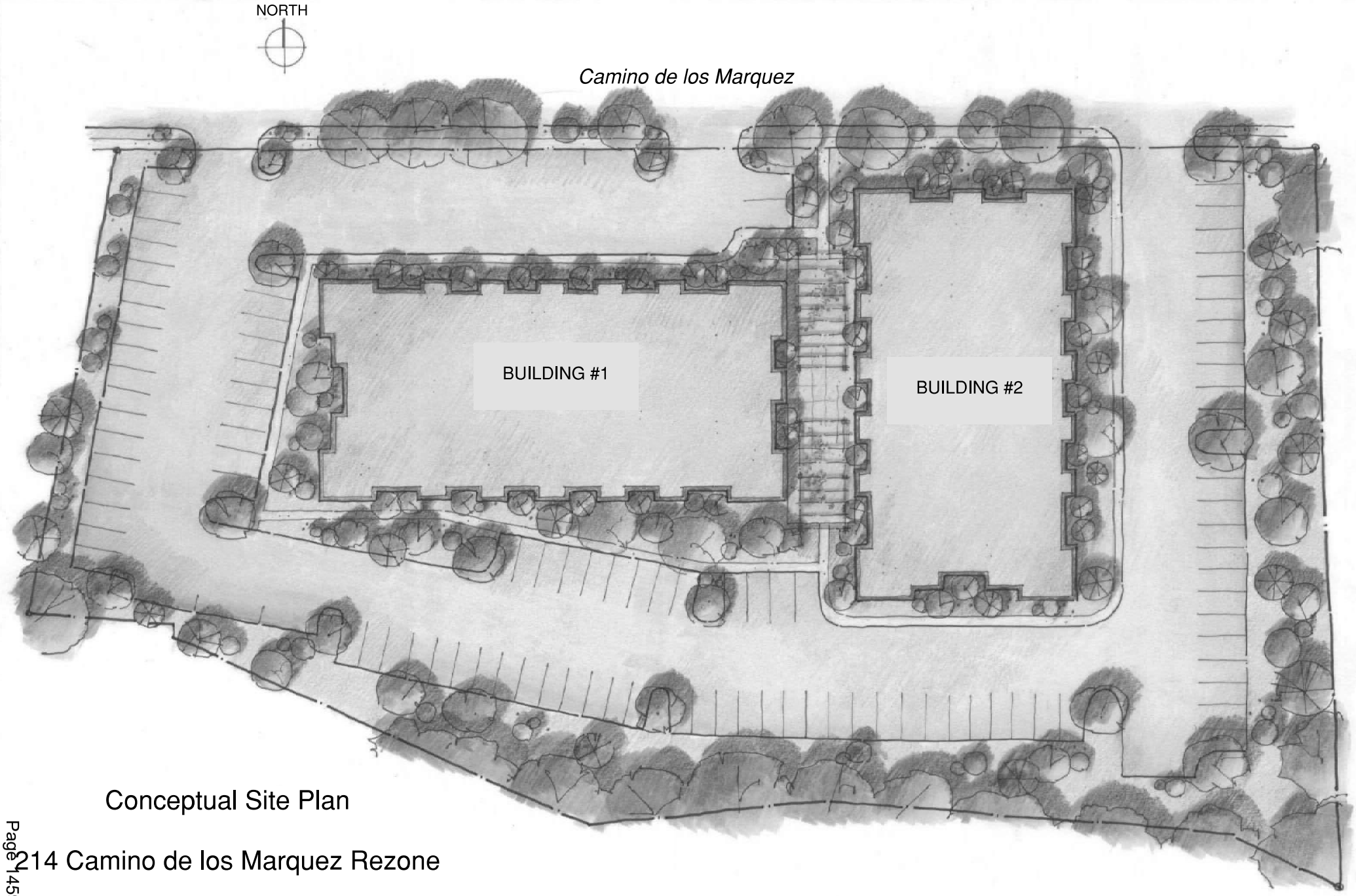
Sincerely,

Jennifer Jenkins

Attachments: Conceptual Site Plan, Vicinity Map & ENN Guidelines

VICINITY MAP
214 Camino de los Marquez





Conceptual Site Plan

214 Camino de los Marquez Rezone

Submit by Email | Print Form

Early Neighborhood Notification (ENN) Guidelines

Section 14-3.1(F)(5) SFCC 1987, as Amended

Please address each of the criteria below. Each criterion is based on the Early Neighborhood Notification (ENN) guidelines for meetings, and can be found in Section 14-3.1(F)(5) SFCC 1987, as amended, of the Santa Fe City Code. A short narrative should address each criterion (if applicable) in order to facilitate discussion of the project at the ENN meeting. These guidelines should be submitted with the application for an ENN meeting to enable staff enough time to distribute to the interested parties. For additional detail about each criterion, consult the Land Development Code.

(a) EFFECT ON CHARACTER AND APPEARANCE OF THE SURROUNDING NEIGHBORHOODS *For example: number of stories, average setbacks, mass and scale, architectural style, landscaping, lighting, access to public places, open spaces and trails.(Ord. No. 2008-29 § 3)*

PROJECT SUMMARY: The 2.5-acre subject property is located at 214 Camino de los Marquez, zoned R-21 PUD (21 dwellings per acre), and is currently developed with the 50-unit Axton Apartments. The applicant is proposing to rezone the property to R-29 (29 dwellings/acre) in order to redevelop the property as a new 83-unit multi-family community comprising two three-story buildings.

The surrounding mixed-use neighborhood is a mix of multi-family, single-family residential, commercial, office, and shopping center uses. The proposed project is compatible with the existing use of the property and the surrounding land use pattern.

(b) EFFECT ON PROTECTION OF THE PHYSICAL ENVIRONMENT *For example: trees, open space, rivers, arroyos, floodplains, rock outcroppings, escarpments, trash generation, fire risk, hazardous materials, easements, etc.*

The site slopes gently from west to east. There is an arroyo along the southern property boundary. Landscaped open space and outdoor areas will be provided for the residents. Significant trees will be preserved where feasible or replaced.

(c) IMPACTS ON ANY PREHISTORIC, HISTORIC, ARCHAEOLOGICAL OR CULTURAL SITES OR STRUCTURES, INCLUDING ACEQUIAS AND THE HISTORIC DOWNTOWN *For example: the project's compatibility with historic or cultural sites located on the property where the project is proposed.*

The property is located in both the Suburban and River & Trails Archaeological Districts. A reconnaissance report will be provided with the future Development Plan Application.

(d) RELATIONSHIP TO EXISTING DENSITY AND LAND USE WITHIN THE SURROUNDING AREA AND WITH LAND USES AND DENSITIES PROPOSED BY THE CITY GENERAL PLAN *For example: how are existing City Code requirements for annexation and rezoning, the Historic Districts, and the General Plan and other policies being met.*

As described above, the property is compatible with surrounding uses. The proposed R-29 zoning complies with the subject property's General Plan Future Land Use designation of High Density Residential. Surrounding Future Land Use designations include General Commercial, High Density Residential, Office, Insitutional, and Low Density Residential. The proposed residential development will fulfill the goals of the General Plan to promote infill and a compact urban form.

(e) EFFECTS UPON PARKING, TRAFFIC PATTERNS, CONGESTION, PEDESTRIAN SAFETY, IMPACTS OF THE PROJECT ON THE FLOW OF PEDESTRIAN OR VEHICULAR TRAFFIC AND PROVISION OF ACCESS FOR TEH DISABLED, CHILDREN, LOW-INCOME AND ELDERLY TO SERVICES *For example: increased access to public transportation, alternate transportation modes; traffic mitigation, cumulative traffic impacts, pedestrian access to destinations and new or improved pedestrian trails.*

The project design will include pedestrian connections to the existing sidewalk along Camino de los Marquez. Parking will be provided in accordance with City requirements. No negative impact on access to services is anticipated.

(f) IMPACT ON THE ECONOMIC BASE OF SANTA FE *For example: availability of jobs to Santa Fe residents; market impacts on local businesses; and how the project supports economic development efforts to improve living standards of neighborhoods and their businesses.*

The creation of new housing supply is critical to economic development is Santa Fe by providing more housing opportunities for the employment base. In addition, the project will create jobs in construction related industries.

(g) EFFECT ON THE AVAILABILITY OF AFFORDABLE HOUSING AND AVAILABILITY OF HOUSING CHOICES FOR ALL SANTA FE RESIDENTS *For example: creation, retention or improvement of affordable housing; how the project contributes to serving different ages, incomes and family sizes; the creation or retention of affordable business space. (Ord. No. 2005-30(A) § 4)*

The project will comply with the Santa Fe Homes Program through payment of a fee to the Affordable Housing Trust Fund.

(h) EFFECT UPON PUBLIC SERVICES SUCH AS FIRE, POLICE PROTECTION, SCHOOL SERVICES AND OTHER PUBLIC SERVICES OR INFRASTRUCTURE ELEMENTS SUCH AS WATER, POWER, SEWER, COMMUNICATIONS, BUS SYSTEMS, COMMUTER OR OTHER SERVICES OR FACILITIES *For example: whether or how the project maximizes the efficient use or improvement of existing infrastructure; and whether the project will contribute to the improvement of existing public infrastructure and services.*

The project will be served by City water and sewer, as well as existing emergency services. The property is served by Route 6 of the Santa Fe Trails bus system and there is a bus stop around the corner on Galisteo St. The area is served by several public schools and a school impact form is submitted with this report.

(i) IMPACTS UPON WATER SUPPLY, AVAILABILITY AND CONSERVATION METHODS *For example: conservation and mitigation measures; efficient use of distribution lines and resources; effect of construction or use of the project on water quality and supplies.*

In accordance with City requirements, a water rights fee will be paid to the City for the increased water demand. The project will comply with the City's regulations governing landscaping and water conservation.

(j) EFFECT ON THE OPPORTUNITIES FOR COMMUNITY INTEGRATION AND SOCIAL BALANCE THROUGH MIXED LAND USE, PEDESTRIAN ORIENTED DESIGN, AND LINKAGES AMONG NEIGHBORHOODS AND RECREATIONAL ACTIVITY AND EMPLOYMENT CENTERS *For example: how the project improves opportunities for community integration and balance through mixed land uses, neighborhood centers and/or pedestrian-oriented design.*

The project improves the opportunities for community integration and balance by incorporating linkages among neighborhoods. As well as access to employment and services in walking distance.

(k) EFFECT UPON SANTA FE'S URBAN FORM *For example: how are policies of the existing City General Plan being met? Does the project promote a compact urban form through appropriate infill development? The project's effect on intra-city travel; and between employment and residential centers.*

As an infill site, the proposed project promotes a compact urban form. Furthermore, the site is easily accessible to commercial services and employment.

ADDITIONAL COMMENTS (Optional)

Buffer 300’ Mailing Labels

214 Camino de los Marquez



214 Camino de los Marquez Owner/Resident Mailing Addresses

Name	Mailing Address	City	State	Zip
TICHENOR, CHARLES	215 CAMINO DE LOS MARQUEZ #6	SANTA FE	NM	87505
MCCRAY, JAMES B & MOGIE R & JEAN	1000 CORDOVA PL #580	SANTA FE	NM	87505
MCCRAY, JEAN A	1000 CORDOVA PL #580	SANTA FE	NM	87505
MCCRAY, JEAN A & PHYLLIS H SUBIN	1000 CORDOVA PL #580	SANTA FE	NM	87505
GROVER, JOHN E & JOEL F BENNET TRUSTEES	1000 CORDOVA PL #814	SANTA FE	NM	87505
LUX BUILT	1109 DON CUBERO AVE	SANTA FE	NM	87505
SALAZAR, JUDY A & JAMES L	1111 DON CUBERO AVE	SANTA FE	NM	87505
MOSLEY, BROOKE N TILLER	1118 GALISTEO ST	SANTA FE	NM	87505
ATWELL, CHARLES W IRREVOC TRST	114 W CORDOVA RD	SANTA FE	NM	87505
ATWELL, CHARLES W IRREVOC TRST	114 W CORDOVA RD	SANTA FE	NM	87505
LEE, GERALD L & ANGELA M	1200 GALISTEO ST	SANTA FE	NM	87505
MILLER, DARRYL	1202 GALISTEO ST	SANTA FE	NM	87505
GOODWIN, STACEY J	1204 GALISTEO ST	SANTA FE	NM	87505
PADILLA, RAYMOND O & JACQUELINE A	1206 GALISTEO ST	SANTA FE	NM	87505
ECKINGER, SHERYL	12811 WEDD	OVERLAND PARK	KS	87505
LOGAN, DAVID	200 CONGRESS AVE UNIT 11E	AUSTIN	TX	87505
VIALPANDO, CELIA	201 W CORDOVA RD	SANTA FE	NM	87505
PAISANO, ALENA M & JANICE S	203 W CORDOVA RD	SANTA FE	NM	87505
GRIES, JESSE P & KARLA S HELLAND	205 A W CORDOVA RD	SANTA FE	NM	87505
THE CYNTHIA MARIE CATANACH INTER REVOC	207 CAMINO DE LOS MARQUEZ # 8	SANTA FE	NM	87505
UMBRAGE, RICHARD P & RAMONA A	207 CAMINO DE LOS MARQUEZ #10	SANTA FE	NM	87505
MARTINEZ, STEVE M (AKA ESTEBAN M MARTINEZ)	207 CAMINO DE LOS MARQUEZ #6	SANTA FE	NM	87505
BERTRAM, ALICIA	207 CAMINO DE LOS MARQUEZ UNIT 4	SANTA FE	NM	87505
LONARDONI, DIEGO	207 CAMINO DE LOS MARQUEZ UNIT 7	SANTA FE	NM	87505
CASA SERENA ASSOC	207 W CORDOVA RD	SANTA FE	NM	87505
HELLAND, RUBY	207-A CORDOVA RD	SANTA FE	NM	87505
PEASE, ELIZABETH S & SAMUEL TEMKIN	207B WEST CORDOVA	SANTA FE	NM	87505
GALLEGOS, CHRIS & ELAINE	213 W CORDOVA RD	SANTA FE	NM	87505
LOS PUEBLOS DE SANTA FE ASSOC	215 CAMINO DE LOS MARQUEZ # 7	SANTA FE	NM	87505
MADRID, ANA MARIA	215 CAMINO DE LOS MARQUEZ #8	SANTA FE	NM	87505
SOEHNEL, REED	215 CAMINO DE LOS MARQUEZ #E-10	SANTA FE	NM	87505
O'TOOLE, LESLIE	215 CAMINO DE LOS MARQUEZ APT 5	SANTA FE	NM	87505
215 MARQUEZ LLC	215 CAMINO DE LOS MARQUEZ UNIT 1	SANTA FE	NM	87505
LEWIS, BRIAN & GREGORY & AMY LEWIS	215 CAMINO DE LOS MARQUEZ UNIT 9	SANTA FE	NM	87505
KITCHENS, ELIZABETH	2625 DEARBORN ST	SALT LAKE CITY	UT	87505
CHABIN, MICHAEL S. & EILEEN D FRIEL	300 CAMINO DE LOS MARQUEZ	SANTA FE	NM	87505
PREROVSKY, HORST J, ET AL	300 CAMINO DE LOS MARQUEZ #8	SANTA FE	NM	87505
BIRMINGHAM, SARA & SIMONE WARD	300 CAMINO DE LOS MARQUEZ APT 4	SANTA FE	NM	87505
LEUNG, ALLAN F & TERESA M MOORE	300 CAMINO DE LOS MARQUEZ UNIT A3	SANTA FE	NM	87505
BURNS, MARTHA MARY TRUST	300 CAMINO DE LOS MARQUEZ, UNIT D1	SANTA FE	NM	87505
MARQUEZ COMPOUND LLC	300 GARCIA ST	SANTA FE	NM	87505
MATHEWS, ROBERTA M	319 W CORDOVA RD	SANTA FE	NM	87505
REED, HOPE & STEVEN E COUNSELL	321 W CORDOVA RD	SANTA FE	NM	87505
DUNING, BECKY S	323 W CORDOVA RD	SANTA FE	NM	87505
THOMPSON, DAVID & LESLIE PEARLMAN	325 WEST CORDOVA RD	SANTA FE	NM	87505

333 WEST CORDOVA COMMERCIAL	333 W CORDOVA RD	SANTA FE	NM	87505
333 WEST CORDOVA COMMERCIAL	333 W CORDOVA RD STE 200	SANTA FE	NM	87505
MACHA LLC	4125 MILES JN	SANTA FE	NM	87505
SWEESTER, EDWARD & SUZANNE QUILLEN	5020 CREOSOTE RUN	LAS CRUCES	NM	88011
SONE DURHAM LLC	5204 TAHOE DR	DURHAM	NC	27713
HUFF, CYNTHIA A	533 JUANITA ST	SANTA FE	NM	87505
CARLSON, TAUSHA	803 CEDAR PARK DR	AUSTIN	TX	87505
BELITSKY, ALAN & CARLOS RAMIREZ	84 E CALLE PRIMOROSA	TUCSON	AZ	87505
THE SANTA FE OPERA	PO BOX 2408	SANTA FE	NM	87505
FREEMAN, SAADIAH E	PO BOX 30000 PMB 433	JACKSON	WY	87505

DON DIEGO NEIGHBORHOOD ASSOC.	321 W. CORDOVA RD.	SANTA FE	NM	87505
DON DIEGO NEIGHBORHOOD ASSOC.	871 DON CUBERO	SANTA FE	NM	87505

LOVATO GRANT PROPERTY OWNERS ASSOC.
GALISTEO ESCALANTE ASSOC.
SAN MATEO NEIGHBORHOOD ASSOC.

Santa Fe Public Schools

Property & Asset Management
Residential Development Impact Information Form
School Notification as required by City Ordinance 14-8.18 AFCC 1987

1. Project Name: _214 Camino de los Marquez _____
2. Location of Property: _214 Camino de los Marquez_____
3. Owner/Agent Name: _Santa Fe Opera/JenkinsGavin, Inc._____
   Mailing Address: _130 Grant Ave, Suite 101, Santa Fe, NM 87501 _____
   Phone & Fax: _505-820-7444 _____
4. Unit Matrix

PROJECT EFFECT ON STUDENT POPULATION		
Unit Type	**Unit Quantity**	**Average Price**
Single Family (detached) Single Family (attached) Townhome/ Apartment Multi-Family Commercial	83	TBD

5. Elementary School Zone for Proposed Development: Wood Gormley Elementary
6. Middle School Zone for Proposed Development: Milagro Middle School
7. High School Zone for Proposed Development: Santa Fe High
8. Build out Rates (Year/s; #/yr): Q2 2027, 83 units

Educational Services Center
610 Alta Vista
Santa Fe, NM 87505
Telephone (505) 467-2000
www.sfps.info

For questions & submittal, contact:
Santa Fe Public Schools, Property & Asset Management,
2195 Zia Road, Santa Fe NM 87505
505 467 3400

VICINITY MAP
214 Camino de los Marquez



June 11, 2024

City of Santa Fe
Land Use Department
200 Lincoln Avenue
Santa Fe, NM 87501

RE: 214 Camino de Los Marquez, Santa Fe

To Whom It May Concern:

This letter shall serve as authorization for JenkinsGavin, Inc. to act on our behalf with respect to the referenced property regarding land use applications submitted to the City of Santa Fe.

Thank you.

Sincerely,

Robert K. Meya, General Director
Santa Fe Opera

6/11/24
Date

State of New Mexico)
) ss
County of Santa Fe)

The foregoing instrument was acknowledged before me this 11th day of June, 2024 by Robert K. Meya

Notary Public

My Commission Expires 9-28-2025

STATE OF NEW MEXICO
NOTARY PUBLIC
PAULA J. HUNTER
COMMISSION # 1102850
EXPIRES SEPTEMBER 28, 2025

COUNTY OF SANTA FE
STATE OF NEW MEXICO 1141 | SS 282
I hereby certify that this instrument was filed for record on the 3 day of Jan A.D. 20 01 at 10 22 o'clock A. m and was duly recorded in book 1844 page 193 of the records of Santa Fe County
194 Witness my Hand and Seal of Office
Rebecca Bustamante
County Clerk, Santa Fe County, N.M.
Deputy

WARRANTY DEED

1844193

SIRES-81, a Foreign Limited Partnership, for consideration paid, grant (s) to The Santa Fe Opera, a New Mexico non-profit corporation, whose address is

P. O. Box 2408

Santa Fe, NM 87504-2408

the following described real estate in Santa Fe County, New Mexico:

A certain tract of land lying and being situate within the Santa Fe Grant, within the City of Santa Fe, New Mexico and being formerly described as Tracts b, B & C of the Los Pueblos de Santa Fe Subdivision and being more particularly described by metes and bounds as follows:

Beginning at the northeasterly corner of the Tract marked by a #4 rebar found on the southerly R.O.W. of Camino de Los Marquez, from whence the City of Santa Fe Sanitary Sewer Manhole #A9R-12 bears N. 76°31'28" E., 122.74 feet; thence from said point of beginning leaving said R.O.W., S. 10°04'09" W., 271.27 feet to the southeast corner of this tract marked by a S. & W. capped rebar set; thence, N. 52°17'21" W., 38.66 feet to a no. 4 rebar found; thence, N. 73°15'25" W., 150.24 feet to S. & W. ~~capped rebar set~~ to a calculated point; thence N. 81°53'24" W., 100.74 feet to S. & W. ~~capped rebar set~~ to a calculated point; thence, N. 54°08'24" W., 164.18 feet to a 1/2" iron pipe found; thence, N. 72°19'55" W., 0.62 feet to a calculated point; thence, N. 23°13'07" E., 6.19 feet to S. & W. capped rebar ~~set~~ found; thence, N. 73°11'53" W., 55.34 feet to the southwest corner of this tract marked by a no. 4 rebar found; thence, N. 23°08'12" E., 176.06 feet to the northwest corner of this tract marked by an "X" cut in concrete on the southerly R.O.W. of Camino de Los Marquez; thence along said R.O.W., S. 77°51'00" E., 446.63 feet to the point and place of beginning. All as shown and delineated on plat of survey entitled "Camino de Los Marquez Apartments City of Santa Fe, New Mexico", prepared by Richard E. Smith, NMPS No. 5837, dated December 21, 2000, as Document No. 1141261 in Plat Book 464 Page 006 in the records of Santa Fe County, New Mexico.

SUBJECT TO: Reservations, restrictions and easements of record.

with warranty covenants.

WITNESS my hand and seal this 03 day of January, 2001.

SIRES-81
A Foreign limited partnership
By MEM Investment Property, Inc.
A Washington corporation
As General Partner

1844194

by M. Eugene Miller
President/Secretary

And

by M. Eugene Miller
as Managing General Partner

ACKNOWLEDGEMENT

STATE OF ~~NEW MEXICO~~ Washington |
| ss.
COUNTY OF ~~SANTA FE~~ King |

This instrument was acknowledged before me on this 03 day of January, 2001, by M Eugene Miller, President and Secretary on behalf of MEM Investment Property, Inc., a Washington corporation, as general partner of SIRES-81, a Foreign limited partnership, on behalf of said limited partnership; and M. Eugene Miller, as Managing General Partner of SIRES-81, a Foreign limited partnership, on behalf of said limited partnership.

My commission expires: 11-16-02

Notary Public

(Seal)

HERNAN VIVAS
Commission Expires
NOTARY
PUBLIC
NOV. 16, 2002
STATE OF WASHINGTON

122035

44

REVISED FINAL DEVELOPMENT PLAN

CAMINO DE LOS MARQUEZ APARTMENTS

(FORMERLY C.H.S. APARTMENTS)

DEDICATION

KNOW ALL MEN BY THESE PRESENTS: THAT "SIRES, 81", A GENERAL PARTNERSHIP, HAS CAUSED TO BE DEVELOPED THE LANDS SHOWN ON THIS PLAT LYING SITUATE AND BEING WITHIN THE CITY OF SANTA FE, NEW MEXICO. ALL THAT APPEARS ON THIS PLAT IS MADE WITH THE FREE CONSENT AND IN ACCORDANCE WITH THE DESIRES OF THE UNDERSIGNED OWNER AND PROPRIETOR DO HEREBY GRANT EASEMENTS FOR UTILITIES AS HEREON SHOWN.

"SIRES, 81", A GENERAL PARTNERSHIP

M. Eugene Miller

M. EUGENE MILLER, GENERAL PARTNER.

ATTEST BY NOTARY PUBLIC: Helen Trujillo NOTARY — 10-25-82 DATE — 3-27-86 COMM. EXPIRES

AFFIDAVIT

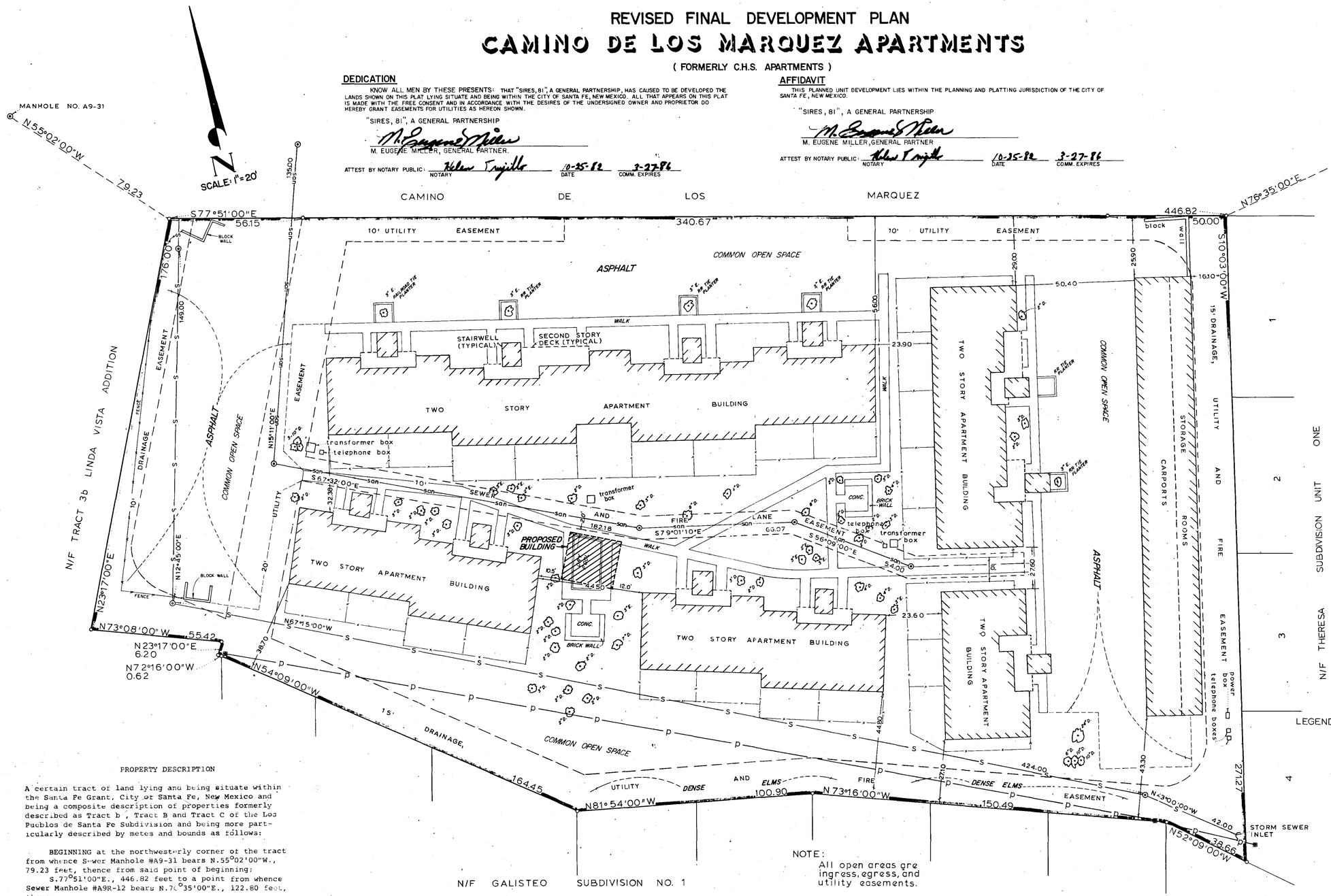
THIS PLANNED UNIT DEVELOPMENT LIES WITHIN THE PLANNING AND PLATTING JURISDICTION OF THE CITY OF SANTA FE, NEW MEXICO.

"SIRES, 81", A GENERAL PARTNERSHIP

M. Eugene Miller

M. EUGENE MILLER, GENERAL PARTNER

ATTEST BY NOTARY PUBLIC: Helen Trujillo NOTARY — 10-25-82 DATE — 3-27-86 COMM. EXPIRES



APPROVALS

CITY OF SANTA FE

Herbert Hunt — CITY ENGINEER — 11-17-82 DATE

M. D. Moreno — CITY PLANNER — 11-17-82 DATE

APPROVED BY THE CITY PLANNING COMMISSION AT ITS MEETING OF 11/4/82 DATE

Roman Mora — CHAIRMAN

Ernest A. Romero — SECRETARY

COUNTY OF SANTA FE) SS
STATE OF NEW MEXICO) 505971

I hereby certify that this instrument was filed for record on the 17th day of Nov A.D., 19 82 at 9:21 o'clock A m., and was duly recorded in book 122 page 035 of the records of Santa Fe County.

Witness my Hand and Seal of Office
CAROLINA R. LEATHERMAN
County Clerk, Santa Fe County, N.M.

Margaret Lebow
Deputy

LEGEND:

Bearings based on plat of survey by John West, NMPE & LS 676, on August 8, 1974 and titled "Survey Plat for Lands of Frances Sauer-essig".

- ■ power pole
- ⊙ storm sewer manhole
- ⊙ sanitary sewer manhole

E. INDICATES EVERGREEN TREE.

D. INDICATES DECIDUOUS TREE.

NOTE:
All open areas are ingress, egress, and utility easements.

PROPERTY DESCRIPTION

A certain tract of land lying and being situate within the Santa Fe Grant, City of Santa Fe, New Mexico and being a composite description of properties formerly described as Tract b, Tract B and Tract C of the Los Pueblos de Santa Fe Subdivision and being more particularly described by metes and bounds as follows:

BEGINNING at the northwesterly corner of the tract from whence Sewer Manhole #A9-31 bears N.55°02'00"W., 79.23 feet, thence from said point of beginning:

S.77°51'00"E., 446.82 feet to a point from whence Sewer Manhole #A9R-12 bears N.76°35'00"E., 122.80 feet, thence;

S.10°03'00"W., 271.27 feet to a point, thence;
N.52°09'00"W., 38.66 feet to a point, thence;
N.73°16'00"W., 150.49 feet to a point, thence;
N.81°54'00"W., 100.90 feet to a point, thence;
N.54°09'00"W., 164.45 feet to a point, thence;
N.72°16'00"W., 0.62 feet to a point, thence;
N.23°17'00"E., 6.20 feet to a point, thence;
N.73°08'00"W., 55.42 feet to a point, thence;
N.23°17'00"E., 176.00 feet to the point and place of beginning.

Containing 2.505 Acres, more or less.

SURVEYORS CERTIFICATE

I HEREBY CERTIFY THAT THIS PLAT AND THE SURVEY ON WHICH IT IS BASED WAS MADE BY ME OR UNDER MY PERSONAL DIRECTION AND CONTROL DURING THE MONTH OF OCTOBER, 1982 AND THAT THE INFORMATION SHOWN HEREON IS TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE AND BELIEF.

Richard E. Smith

RICHARD E. SMITH
NM PLS#5837

Smith & Williamson Surveying Service, 1210 Luisa Suite 5 Santa Fe New Mexico 87501			CAMINO DE LOS MARQUEZ APARTMENTS, SANTA FE, NEW MEXICO			
DRAWN	DATE	CHECKED	SCALE	PROJECT NO.	COUNTY	SHEET NO.
DM	OCT. 1, 1982	RES	1"= 20'	1641	SANTA FE	1 of 1

BRUNING 44122 2586

///, 2025

Governing Body

Case 2024-8898: 214 Camino De Los Marquez Rezoning

ATTACHMENT D

Public Comments

JENKINSGAVIN
LAND USE | PROJECT MANAGEMENT

SANTA FE OPERA – 214 CAMINO DE LOS MARQUEZ
AXTON APARTMENTS REZONE
EARLY NEIGHBORHOOD NOTIFICATION MEETING NOTES

Date: July 30, 2024
Time: 5:30 – 7:00
Location: Virtual Meeting held via Zoom
Attendees: City Land Use Department Representative - Janice Biletnikoff
Applicant Representatives - Jennifer Jenkins & Collen Gavin, JenkinsGavin, Inc.

This ENN meeting addressed the pending application to rezone the 2.5-acre property at 214 Camino de los Marquez from R-21 PUD to R-29. A presentation was given by Jennifer Jenkins of JenkinsGavin, Inc. regarding the proposal, and following the presentation, a Question & Answer session was held. The following notes capture the questions and concerns raised and the responses by the Project Team.

Questions/Comments	**Responses**
What will be the use of the buildings? How does it increase/affect housing for Santa Fe? What is the plan for the off season?	The Opera seeks to redevelop the site as an 83-unit apartment community to house their apprentices and interns during the Opera season. Six-month leases will be offered in the off season. The Santa Fe Opera is looking to partner with local organizations with short term housing needs, as well as making units available in the open market.
Why 83 units when the property is 2.5 acers doesn't that exceed the zoning density?	The City's affordable housing regulations, the Santa Fe Homes Program, provides a 15% density bonus to offset the financial obligation of complying with the program, either through providing set-aside units or paying a fee-in-lieu.
What will the rents be?	The off-season rental rates have not been established, but will be consistent with market rates once the project is complete.
Recommendations: Consider underground parking, due to concerns over the potential height of the buildings and the amount of asphalt; renovate the existing buildings instead of redeveloping the site; and utilize St John's College dormitories as an alternative.	
Is the site within a historic district?	No, the site is not within a designated historic

	district.
A special permit is needed for a to exceed 24 feet in building height. Were there trial runs conducted for a two-story building? Could less units be considered?	As part of the Development Plan review, the Planning Commission would have to approve a special exception to exceed 24 feet. The current concept plan includes three-story structures, which are necessary to achieve 83 units and provide the requisite parking and open space.
How will the feedback be used?	All comments and concerns will be carefully considered in collaboration with the Opera.
Who approves the zoning change?	The application will first be reviewed by the Planning Commission at a public hearing, who will make a recommendation to the City Council. The City Council will then consider the request at a subsequent public hearing and render a decision.
Where will they house the Opera apprentices during construction?	The apprentices will be in alternative housing for one summer season during the construction phase, which has not yet been identified.
Will Janice Biletnikoff be following the process and acting as an advisor?	The City Case Manager has not yet been determined, but it is likely that Janice will be assigned.
Will this be going before the Board of Adjustment?	No.
Will we have access to the Zoom recording?	Yes. Please email a request to Jennifer Jenkins.
Where is the code for maximin height?	It can be found in the code in section 14-7.2(E) Increase in Maximum height in R-21 and R-29 Districts.
Concern expressed about the transient nature of the off-season residents.	

Additional Comments

- Support for the project due to the need for more housing in Santa Fe.
- Not concerned over traffic
- Not concerned over changes in the view
- Location of the project is great for young people due to its walkability and central location.
- The request complies with City policies.

RCVD - CITY CLERK
'24 OCT 18

October 18, 2024

Planning Commission
c/o City Clerk's Office
City of Santa Fe
200 Lincoln, 2nd Floor

RE: Re-zoning request for the Axton Apartments, 214 Camino De Los Marquez, Santa Fe

The attached signatures represent 180 + members of the Santa Fe community who are opposed to rezoning the property at 214 Camino De Los Marquez (the Axton Apartments) from R-21 to R-29 with a special use permit that would allow 3-story structure(s) at that location. The property is located in a residential neighborhood where no structures exceed 2 stories.

We believe that these signatures (predominantly representing homeowners/residents in the surrounding neighborhood) indicate significant opposition to changes in zoning and/or exceeding the 24-foot dimensional standard (height) at the Axton Apartments. Based on the information that has been shared about the prospective project, the attached summary shows the various concerns that have been expressed via signatures on the petition.

We understand (from the ENN held by JenkinsGavin on July 30, 2024) that the Santa Fe Opera has applied for re-zoning and a special use permit to exceed 2-story height standards. Further, we understand that their application will be considered by the Planning Commission for a recommendation (as scheduling allows) before going to the governing body. We sincerely request that the attached signatures be distributed to both bodies in a timely fashion so that the perspectives and concerns of these Santa Feans can be considered before/during the hearing process.

We respectfully request that the Planning Commission and Governing Body decline the request for higher-density zoning with variance to exceed the 2-story height limit at 214 Camino de los Marquez.

SCCopposingR29@gmail.com

ATTACHMENTS
Summary of Concerns (2 pages)
Signed Petition (16 pages)

NO HIGHER DENSITY REZONING

At the Axton Apartments – 214 Camino De Los Marquez

The Santa Fe Opera is applying to re-zone the Axton Apartments (from R-21 or 21 units per acre to R-29 or 29 units per acre). The existing 50-unit Axton Apartment buildings would be demolished and replaced with 83 new units (66 % increase). That would require **raising the height of the new buildings to 3 stories**. Even a zoning of R-29 would not allow for a 3rd story without a "Special Use Permit."

If the Opera re-develops the Axton Apartments, we believe they should **be subject to the R-21 zoning and standard height limits** that have defined the character of the neighborhood.

There is no benefit to our neighborhood from this proposed rezoning.

- There would be negative impacts, but nothing about the rezoning proposal indicates that our neighborhood would see offsetting benefits.

This rezoning would NOT add to Santa Fe's permanent housing stock.

- The people who permanently live at the Axton now have reportedly been notified they will need to move out before demolition begins.
- According to the project's spokesperson, the replacement apartments would be occupied **entirely** by the Opera's apprentices before and during opera season. Between opera seasons, only **temporary** rentals (up to a few months) would be allowed. (The Axton Apts. currently advertises rental availability between September and April.)

Replacing the Axton with a much larger complex would negatively affect our neighborhood's environment and put pressure on services.

- Increased traffic: Camino De Los Marquez and Don Cubero are small residential streets with limited capacity to absorb traffic from higher density development. Don Diego already gets more through-traffic than its capacity would suggest.
- Despite the proposal's statement that significant trees would be preserved where feasible, the conceptual plan makes it pretty clear that many or most would have to go!

South Capital Citizens Opposed to R-29 SCCopposingR29@gmail.com
9/12/24

A 3-STORY complex (only possible with a special use permit) would set a negative precedent for the character of our neighborhood.

- Architectural scale and character in South Capital contribute to the unique character that makes Santa Fe so appealing to so many people.
- No ADJACENT OR NEARBY property is zoned R-29, and there are **no 3-story buildings east of Don Diego** for many blocks to the north and south. Eighty-three apartment units in 3 stories would be a major departure from the scale of our historic Santa Fe neighborhood.
- The highest density residences on the street are 2-story condominiums, which have **far lower** density than R-29 (even less than R-21).
- From Don Diego to the east, and from Camino De Los Marquez northward to Paseo de Peralta, the properties in the neighborhood are 1-story homes, with a few 2-story residences mixed in.
- While 214 Camino De Los Marquez isn't in the historic district, it is within a few blocks.
- Residents and homeowners in our neighborhood have made important decisions about where we live and invest relying on the regulations that govern our neighborhood, and based on its character.

Many of us love the Santa Fe Opera. But the Opera has alternatives to radically increasing the density of this property.

- Re-developing the Axton Apartments under its existing R-21 zoning would allow for a more reasonable 20 % increase to 60 units.*
- The Opera might not be able to house all its apprentices in one location, but that isn't new.

To stay informed and/or to help oppose this rezoning proposal, email

SCCopposingR29@gmail.com

*In exchange for paying a fee that goes to Santa Fe's *Affordable Housing Trust Fund* (in lieu of actually providing affordable housing), current rules allow developers to build 15 % more units than R-21 or R-29 zoning computes to.

TAKE CARE OF OUR NEIGHBORHOOD, TAKE CARE OF SANTA FE

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	Print Name	Sign Name	Street Address	Zip Code
1	Ruby M. Helland	Ruby M. Helland	207A W. Cordova Road	87505
2	Jesse Gries		205A W. Cordova SF NM	87505
3	Karla Helland		205A W. Cordova SF, NM	87505
4	HOPE REED	Hope C. Reed	321 W Cordova Rd	87505
5	STEVE COUNSELL		"	"
6	Bobbi Matthews	BOBBI MATTHEWS	319 W. Cordova	87505
7	Elaine Gallegos		213 W Cordova	87505
8	DIEGO LONARDONI		207 CAMINO DE LOS MARQUEZ	87505
9	Devin O'Neil		207 Camino de Los Marquez #10	87505
10	[illegible]		1015 Don Diego	87505
11	Daniel R Anthony		1013 Don Diego AV	87505
12	Anna Richards		1011 Don Diego Ave.	87505
13	JANE Starr		1012B Don Diego Ave	87505
14	Theresa L. Vaisa		1020 Don Diego	87505

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	Print Name	Sign Name	Street Address	Zip Code
1	ALLAN LEUNG		300 Camino de los Marquez #3	87505
2	JOHN GROVER		300 Camino de los Marquez #1	87505
3	Michael Chabin		300 Camino de los Marquez #6	87505
4	Eileen D Friel		300 Camino de los Marquez, #6	87505
5	Edward Sweetser		300 Camino de los Marquez, #7	87505
6	MARYANN PREROVSKY		300 Camino de los Marquez #8	87505
7	Josephine Prerovsky		820 Calle Torreona	87505
8	Martha Burns		300 Camino de Los Marquez #9	87505
9	Margie Hicks		1041-W Don Diego Ave	87505
10	Suzanne Quillen		300 Camino de los Marquez #7	87505
11	Jacqueline Padilla		1206 Galisteo Street	87505
12	Raymond Padilla		1206 Galisteo Street	87505
13	Jon-Gabriel Padilla		1206 Galisteo Street	87505
14	Precious Cantu		205 W. Cordova Rd	87505

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	Print Name	Sign Name	Street Address	Zip Code
1	Teresa Moore	Teresa Moore	300 Camino De Los Marquez, #3	87505
2	David Bennett		18A N. Cloudstone DR	87505
3	Penny Bennett		18A N. Cloudstone Dr, SF	87505
4	Gerardo Oropesa	Gerardo Opa.	6330 Calle Cruchano	87507 ✱
5	Samantha Oropesa	Samantha Oropesa	6330 Calle Cruchano	87507 ★
6	Mary Onstad		712 Calle Grillo, Ap+C	87505
7	Sara Birmingham		300 Camino de los Marquez #4	87505
8	Simone Ward		300 Camino de los Marquez #4	87505
9	Gerald Lee		106 W Barcelona Rd	87505
10	Angela Lee		106 W Barcelona	87505
11	Stacy Goodwin		1204 GALISTEO STREET	87505
12	Ellen Wittman		228 E. Cordova	87505
13	[illegible]	[illegible]	207-B W Cordova	87505
14	Samuel Temkin	S. Temkin	207-B W Cordova Rd	87505

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	Print Name	Sign Name	Street Address	Zip Code
1	Raymond M. Lobato	Raymond M. Lobato	1620 Don Diego Ave	87505
2	Chris Carlson		300 Camino de los Marquez Unit 2, Santa FE, NM	87505
3	Tausha Carlson		300 Camino de los marquez #2, Santa Fe, NM	87505
4	Ann Mindy McGrael	Ann Mindy McGrael	1004 DON DIEGO SANTA FE, NM 87505	87505
5	KATIA MATZUY		2180 Old Arroyo Chamiso Rd Santa Fe NM 87505	87505
6	Charles Tichenor	Charles Tichenor	215 Camino de Los Marquez #6	87505
7	CARI Reynolds		215 Camino de los Marq	87505
8	Darren Corinaldi		207 Camino de los Marquez #1	87505
9	Ellen Gallegos	M. Ellen Gallegos	" " " " " #2	505-603-8515
10	Tristan Sheffield		1617 Camino Monica Santa Fe, NM	87501
11	David Jaramillo	David Jaramillo	517 Don Cubero	87505
12	PATRICK FLANAGAN	Patrick Flanagan	540 de Cristo	87505
13	Jennipher Trujillo	Jennipher Trujillo	622 Calle Grillo SFNM	87505
14	Geri Anaya (Geraldine)	Geri Anaya	630 Calle Grillo SF, NM	87505

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	Print Name	Sign Name	Street Address	Zip Code
1	Anne Lefton		1522 Calle Redondo, Ste	87505
2	Paz R. Anaya		707 Calle Grillo, #F	87505
3	Ken Kordich		615 Calle Grillo	87505
4	Monica Steensma		627 Calle de Valle	87505
5	Diane Coco		811 Don Diego Ave Apt #2	87505
6	Jami Krueger		811 1/2 Don Diego Ave #3	87505
7	Dennis Gee		850 Don Diego Ave	87505
8	Haley Welsh		841 Don Diego Avenue	87505
9	Jayne Wieske		827 Don Diego Ave	87505
10	JANET WILLIAMS		1200 Don Gaspar Ave	87505
11	Mary Jobsen		1111 Barcelona Lane	87505
12	CARLOS CALDWELL		1108 Barcelona Lane	87505
13	JANE TANNER		1103 Barcelona Ave	87505
14	JOSHUA ROSEN		121 Coronado LANE	87505

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	Print Name	Sign Name	Street Address	Zip Code
1	Mel Black		300 Camino De Los Marquez #5	87505
2	Peggy Black		"	"
3	Linda Varela	Linda Varela	1010 Flora DR. SF, NM	87505
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	Print Name	Sign Name	Street Address	Zip Code
1	Colin Ramsey		103 Jornada Loop, SF, NM	87508 *
2	Michael Ramsey		225 Palace St Apt 1 SF NM	87501
3	Forrest Carlton		328 Sena St., SF, NM	87505
4	RITA LYONS		759 W. MANHATTAN AVE SF	87501
5	IFAN PAYNE		1008 Don Cubero Ave, SF. NM	87505
6	Catherine Machazon		1008 Don Cubero Ave SF	87505
7	John Jennings		1015 Don Cubero Ave	87505
8	Linda MONTOYA		1014 Don Cubero Ave	87505
9	NEAL MEISNER		312 LORETTA AVE	87505
10	John Falvey		715 Old Santa Fe Tr	87505
11	Elaine Sanchez		715 Old Santa Fe Trail	87505
12	Alexis Martinez Johnson		315 Don Fernando Rd.	87505
13	Bruce Moss		1102 Don Cubero Ave	87505
14	Laura Smith		1018 Don Cubero Ave	87505

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	Print Name	Sign Name	Street Address	Zip Code
1	Hubert van Hecke		871 Don Cubero Ave	87505
2	Shelley Greene	Shelley Greene	719 Finland Dr	87505
3	Deborah van Hecke		871 Don Cubero Ave	87505
4	DON HARRELL		325 Sena St SFNM	87505
5	William Black		328 Sena	87505
6	Marilyn Macbeth	Marilyn Mxbeth	328 Sena	87505
7	Russell Fory		25 AVENIDA VISTA ESQUISITA, SF, NM	87508 *
8	Joshua Chato		1407 Santa Rosa Dr. SF, NM	87505
9	Deborah Altschul		327 Don Cubero Place	87505
10	TODD CONKLIN		532 W. ALAMEDA	87504
11	Susan Hamlett		12 Arroyo Griego	87506 *
12	Lisa Garner		1710 W. Alameda #5	87501
13	GRINALDA-RAWLINGS		225 Polaco St	87501
14	Linda Marcellos		256 Camino de la Sierra Santa Fe, NM 87501	87501

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	Print Name	Sign Name	Street Address	Zip Code
1	Monica Prerovsky		1004 Don Cubero Ave	87505
2	Diego Maestas		1004 Don Cubero Ave	87505
3	Jules Prerovsky		1004 Don cubero Ave	87505
4	John WAGNER		872 DON CUBERO AVE SF	87505
5	Jessica Gutierrez		1013 Don Cubero Ave	87505
6	MICHAEL ROMERO	Michael Rom	861 Don Cubero	87505
7	Roberta Fleming	Roberta Fleming	857 Don Cubero Ave	87505
8	JOHN BRENEISER	John Breneiser	858 Don Cubero	87505
9	MARY MEHAFFY	Mary Mehaffy	852 DON CABERO AVE	87505
10	Bridget Thomas	Bridget Thomas	994 Don Manuel	87505
11	JOHN CRANE	John Crane	993 DON MANUEL	87505
12	DAVID MONTOYA	David Montoya	996 DON MANUEL	87505
13	SERENA RIEKE		1028 W Houghton	87505
14	Katie Singer	Katie Singer	310 Lomita St.	87505

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	Print Name	Sign Name	Street Address	Zip Code
1	James R Bennett		4718 Las Plazuelas Santa Fe NM	87507
2	Ana Chavez-Strom	Ana Chavez-Strom	945 Don Cubero Que	87505
3	Lindsay Fontana	Lindsay Fontana	106 Calle Palomita	87505
4	Evelyne Taylor	E. Taylor	844 DON CUBERO AV	87505
5	Tim Taylor		844 DON CUBERO AV	87505
6	Deb goldstein		843 Don Cubero AV	87505
7	Dorty Hudson		329 SENA	87505
8	Becky Hudson		329 Sena St	87505
9	Jayne Belknap	Jayne Belknap	4718 Las Plazuelas	87505
10	Deborah Senteras	Deborah Senteras	13 Prairie Crest	87508
11	June Ferrill	June Ferrill	1018 Unit B Canyon Rd.	87501
12	George P. Jones	George P. Jones	1018 B Canyon Rd	87501
13	Walter Sondheim		328 Don Cubero Pl Santa Fe	87505
14	HEIDI BRITT MULLICAN		330 Don Cubero Pl. Ste	87505.

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	Print Name	Sign Name	Street Address	Zip Code	
1	Jessica Havlik		1005 S. St Francis	87505	
2	Selina E-Turner		2747 Agua Fria St.	87507	
3	Scott Havlik		39 Canyon Cliff dr	87507	*
4	Julianna Myers		1005 S. St Francis	87505	
5	Aaron Turner		2747 Agua Fria St.	87507	
6	Orchid Penny		5252 Via Del Cielo	87507	
7	Brianna Duran		04 ABS Rd Santa Fe, NM	87506	
8	Cesar Rodriguez		64224 Vuelta Ventura Santa Fe, NM	87507	
9	PAIGE OLSON VIGIL		369 # 245 MONTEZUMA AVE	87501	
10	CLINT SULIS		1000 CORDOVA PL #710, SF, NM	87505	
11	Jan McCreight		54 Big Tesuque Cyn	87506	*
12	Pauline Volore		3053 Cliff Palace	87507	
13	KIM M. GRAVES		2725 Agua Fria St.	87507	
14	[illegible]		26 ESTATES DR	87506	*

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	Print Name	Sign Name	Street Address	Zip Code
1	Jeanette L Myers	Jeanette L Myers	846 Puertecito	87505
2	Amy Tisdale		1825 Otowi Rd	87505
3	Hallie Kesselman		6 lilac circle SF, NM	87506
4	Ethel Hess		1889 Emerald	87505
5	Samantha Martin		18 Sloan Lane	87507
6	Cindy Brisco	Cindy Brisco	975 Richards	87507
7	Amanda Alderete		150 Rancho Viejo Blvd.	87508 *
8	Miriam Herrera		4762 Punta de Vista	87507
9	Raul Delgado			
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	Print Name	Sign Name	Street Address	Zip Code
1	Susanna Nestor		312 B Lomita	87505
2	Elizabeth West	E. West	318 Sena Street	87505
3	Jacob Baudhuin		812 Alendale St.	87505
4	Sinlia Rieke	Sinlia Rieke	812 Allendale St.	87505
5	John McCarthy		825 ALLENDALE ST	87505
6	PAUL GRAND	Paul Grand	629 Calle de Valdez	87505
7	Lester Maas	Lester Maas	306 W. Houghton St	87505
8	Lucie Pastoriza		1028 Galisteo St	87505
9	~~Frances~~ Whitener		310 W. Cardova Rd	87505
10	Jim Elnitski		310 W. Cordova Rd	87505
11	David Levine		1107 Barcelona Ln	87505
12	PAMELA WOLFE	Pamela Wolfe	1107 Barcelona Ln	87505
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	Print Name	Sign Name	Street Address	Zip Code
1	Joshua B Garcia		1000 Marquez Pl #B4	87505
2	Hadley Seymore	Hadley Seymore	1000 Marquez Pl. #C5	87505
3	Denise C Vigil	Denise C Vigil	1000 Marquez Pl. C3,	87505
4	JUSTIN ANDERSON		1000 MARQUEZ PL D5	87505
5	Angela Baca		1000 Marquez Place A7	87505
6	MAUREEN RED ELK		1000 MARQUEZ PL# A8	87505
7	JAMES BOURLAND		305A MARQUEZ	87505
8	Marian Cooney		407 Linda Lisa	87505
9	Susan C Stackey	Susan C Stackey	1000 Marquez PL #B1	87505
10	Anne Anicetti		1000 Marquez Pl A1	87505
11	Evelyn Quintana		1000 Marquez Pl. B-3	87505
12	PAUL SINGDAHLSEN		1000 MARQUEZ PL A9	87505
13	MORRIS BRENNER		1000 MORQUEZ PL	87505
14				

TAKE CARE OF OUR NEIGHBORHOOD, TAKE CARE OF SANTA FE

Petition to the Santa Fe City Planning Commission and Santa Fe City Council

We petition you as concerned citizens of the South Capitol neighborhood and of Santa Fe to **maintain the current zoning of R-21 (with the standard height limit of 24 feet** [2 stories]) at 214 Camino De Los Marquez. Please decline the request for higher-density re-zoning and any request for a variance in the 24 feet height limit. The proposed project is out of scale with the neighborhood, out of step with what makes Santa Fe unique, and it will **NOT** add permanent housing stock for permanent Santa Fe residents.

	Print Name	Sign Name	Street Address	Zip Code	
1	Jos Gamble	Joyce Gamble	903 Sandy Lane Espanola NM	875 32	*
2	Cathy Quintana	Cathy Quintana	3041 Bonanza Loop	87507	
3	Rachel Wood	Rachel Wood	1000 Marquez Place, Cl, Santa Fe	87505	
4	Mascha Denzinger	Mascha Denzinger	17 Pueblo Drive, NM, Santa Fe	87505	
5	Hermann Denzinger	Hermann Denzinger	17 Pueblo Drive, NM, Santa Fe	87505	
6	Clark Boatwright	Cl B	721 Don Diego Ave, SF	87505	
7					*
8	Monica Welsh	Monica Welsh	529 Calle Lucero	87505	
9	Sharon Pomeranz		15A Cibola Circle	87505	
10	Karla Romero		632 Valle Grillo - Sfe	87505	
11	Steve Allen		2 Pueblo Drive SFe	87505	
12	Pat McGinn		1333 Pacheco - P	87514	
13	William J. Nelson		1002 Don Cubero Ave SF	87505	
14	DIANE KARP		934 Don Cubero Ave	87505	

* Unknown or out of Santa Fe City

TAKE CARE OF OUR NEIGHBORHOOD, TAKE CARE OF SANTA FE

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We petition you as concerned citizens of the South Capitol neighborhood and of Santa Fe to **maintain the current zoning of R-21 (with the standard height limit of 24 feet** [2 stories]) at 214 Camino De Los Marquez. Please decline the request for higher-density re-zoning and any request for a variance in the 24 feet height limit. The proposed project is out of scale with the neighborhood, out of step with what makes Santa Fe unique, and it will **NOT** add permanent housing stock for permanent Santa Fe residents.

	Print Name	Sign Name	Street Address	Zip Code
1	MARY KREUZ		107 W. Barcelona	87505
2	VICKI Larrabee	Vicki Larrabee	45 Calle Celestial	87506 *
3	Robert Hudspeth		35 Sage Circle, Santa Fe	87500 *
4				
5				
6				
7				
8				
9				
10				
11				
12				
13				
14				

* Santa Fe County

April 30, 2025

Governing Body

Case 2024-8898: 214 Camino De Los Marquez Rezoning

ATTACHMENT E

Planning Commission Approved Findings of Fact and Conclusions of Law

City of Santa Fe
Planning Commission
Findings of Fact and Conclusions of Law

Case #2024-8898
214 Camino De Los Marquez Rezoning from R-21 PUD to R-29
Owner's/Applicant's Name – Santa Fe Opera
Agent's Name – JenkinsGavin, Inc.

THIS MATTER came before the Planning Commission ("Commission") for public hearing on December 5, 2024 ("Hearing") upon the application ("Application") of JenkinsGavin, Inc. ("Agent") for Santa Fe Opera ("Applicant").

The Applicant requests rezoning from R-21 PUD (Residential – twenty-one (21) dwelling units per acre Planned Unit Development) to R-29 (Residential – twenty-nine (29) dwelling units per acre)("Rezoning").

After conducting a public hearing and having heard from staff and all interested persons, the Planning Commission ("Commission") hereby FINDS, as follows:

FINDINGS OF FACT

1. SFCC 1987 Section 14-3.5(C) sets out approval criteria and requires the Commission to make complete findings of fact sufficient to show that these criteria have been met before recommending the Governing Body approve the Rezoning.
2. In this case, the Applicant sought a rezoning from R-21 PUD to R-29.
3. SFCC 1987 Section 14-3.5(B) sets out procedures for rezoning and requires the Commission to hold a public hearing, review the Application, and make a recommendation to the Governing Body.
4. The property is approximately 2.50 acres, located at 214 Camino De Los Marquez.
5. SFCC 1987 Section 14-3.1 sets out certain procedures to be followed on the Application, including, without limitation, (a) a pre-application conference [SFCC 1987 §14-3.l(E)]; (b) an Early Neighborhood Notification ("ENN") meeting [SFCC 1987 § 14-3.1(F)(2)(a)(iii)]; and (c) compliance with notice and public hearing requirements [SFCC 1987 §14-3.1(H)-(I)].
6. The Applicant effected notice by: mailing out notice via first-class mail to property owners within 300 feet of the subject property on November 20, 2024; mailing out notice via certified mail to those within 100 feet; e-mailing neighborhood associations within 300 feet; and posting the required City sign on the property from November 20, 2024 and December 5, 2024.
7. The Applicant attended a pre-application conference on July 11, 2024.
8. The Applicant conducted an ENN meeting on July 30, 2024, virtually via Zoom. The Agent, Applicant, and City land use staff ("Staff") attended the ENN meeting. Several members of the public attended the ENN meeting.
9. At the Hearing, the Commission received reports from Staff, as well as testimony and evidence from the Applicant's agent prior to making a decision. The Commission opened the hearing to public comment, and several members of the public provided testimony, both in-person and via Zoom. Testimony included both support for and opposition to the case: the latter being the majority.
10. Once the Chair closed the Public Hearing, Commissioner Mirando moved to recommend the Governing Body approve the Rezoning.

11. After discussion, the Planning Commission voted unanimously in favor of the motion to recommend the Governing Body approve the Rezoning.

CONCLUSIONS OF LAW

Under the circumstances and given the evidence and testimony submitted during the hearing, the Commission CONCLUDES as follows:

1. Pursuant to SFCC 1987 Section 14-3.1(H)(1), the Applicant properly gave notice of the ENN meeting.
2. The Applicant properly conducted the ENN meeting pursuant to SFCC 1987 Section 14-3.1(F).
3. The Applicant has the right under the SFCC to propose the rezoning of the Property. Pursuant to SFCC 1987 Section 14-3.5(A)(1)(d), any person may submit a written request for rezoning, along with all submissions required by the SFCC 1987 Chapter 14 and any other information requested by the land use director as reasonably necessary to determine compliance with Chapter 14 ("Submittal Requirements").
4. Pursuant to SFCC 1987 Table 14-2.1-1: Review and Decision-Making Bodies and Responsibilities and Section 14-3.5(B)(1), and 14-3.5(C), the Commission has the authority to review and recommend the Governing Body approve or deny the rezoning request.
5. SFCC 1987 Section 14-3.5(B) sets out procedures for rezoning and requires the Commission to hold a public hearing, review the Application, make a recommendation to the Governing Body, and transmit the application, including any plans, to the Governing Body, together with a recommendation as to findings and conclusions, desirable changes and recommendations for approval or denial.
6. Pursuant to SFCC 1987 Section 14-3.5(C)(1)(a)(iii), the Commission finds that the Rezoning would increase density in the central area of the City and would therefore directly align with the intent of the General Plan, which has identified the Future Land Use of the parcel as "High Density Residential" and within the designated "Infill Area."
7. Pursuant to SFCC 1987 Section 14-3.5(C)(1)(b), the Commission finds that the Application is complete as required by Chapter SFCC 1987, 14-3.5(C) "Approval Criteria", and the rezoning request meets all rezoning approval criteria required by Chapter 14 SFCC 1987, Subsection 14-3.5(C).
8. Pursuant to SFCC 1987 Section 14-3.5(C)(1)(c), the Commission finds that the Rezoning is consistent with General Plan Themes and Policies such that the rezoning from R-21 PUD to R-29 is merited. The Rezoning request satisfies all rezoning approval criteria.
9. Pursuant to SFCC 1987 Section 14-3.5(C)(1)(d), the Commission finds the Rezoning provides sufficient information to address 14-3.5(C)(1)(d), the current use of the property (Multi-family Residential) matches the proposed zone district R-29 (Multi-family Residential) and is consistent with other adjacent uses in the vicinity. While no new development is proposed with this application, any future residential uses would be consistent with the General Plan Future Land Use Map and the increased density would be compatible with surrounding development patterns.
10. Pursuant to SFCC 1987 Section 14-3.5(C)(1)(e), the Commission finds that the existing and proposed public services, facilities and infrastructure, including the sewer line and manhole repair work that is guaranteed to the City by funds that have been submitted in escrow with a fully-executed escrow agreement, are able to accommodate the impacts of the proposed development (increased density).
11. Pursuant to SFCC 1987 Section 14-3.5(C)(2), the Commission finds:

a. The prevailing use and character of the area is a mix of single-family and multi-family residential, with some low intensity commercial uses. The rezoning from R-21 PUD residential to R-29 residential will remain consistent with the prevailing character in the area.
b. The property is greater than two acres in size.
c. The increase in density enhances compliance with the City's adopted General Plan, which serves the interest of the general public. The neighborhood contains several multi-family developments at a frequency and density greater than single-family homes and any new multi-family residential use will continue this existing use at a slightly higher intensity. This was intended by the General Plan to take place at this location since 1999.

12. Pursuant to SFCC 1987 Section 14-3.1, all procedural requirements regarding the pre-application conference, ENN meeting, and notice of public hearing have been met.
13. The Commission has the power and authority to review and recommend the Governing Body approve Case #2024-8898: 214 Camino De Los Marquez Drive Rezoning from R-21 PUD to R-29.
14. The Applicant met the applicable Submittal Requirements.
15. The Commission recommended the Governing Body approve the Rezoning because the Application met all applicable Code criteria.

WHEREFORE, IT IS ORDERED ON THE 16TH DAY OF JANUARY 2025, BY THE PLANNING COMMISSION OF THE CITY OF SANTA FE:

Considering the foregoing findings and conclusions, the Commission recommends the Governing Body approve the Rezoning as requested from R-21 PUD to R-29, as requested in the Application for Case #2024-8898.

Janet Clow — 2/12/2025
Janet Clow Date:
Chairperson

FILED:

ANDREA SALAZAR (Feb 25, 2025 13:35 MST) — Feb 25, 2025
Andrea Salazar XIV Date:
City Clerk

APPROVED AS TO FORM:

2/11/2025
Rebecca A. Mnuk-Herrmann Date:
Assistant City Attorney

CITY OF SANTA FE, NEW MEXICO

BILL NO. 2025-8

A BILL

REZONING AN APPROXIMATELY 2.50-ACRE TRACT OF LAND LOCATED AT 214 CAMINO DE LOS MARQUEZ, FROM R-21 PUD (RESIDENTIAL TWENTY-ONE [21] DWELLINGS PER ACRE, PLANNED UNIT DEVELOPMENT) TO R-29 (RESIDENTIAL TWENTY-NINE [29] DWELLINGS PER ACRE) (CASE NO. 2024-8898).

BE IT ORDAINED BY THE GOVERNING BODY OF THE CITY OF SANTA FE:

Section 1. The real property located at 214 Camino De Los Marquez within the municipal boundaries of the city of Santa Fe (the "Property"), more particularly described in Attachment A, incorporated herein, which is restricted to and classified as R-21 PUD, is now restricted to and reclassified as R-29.

Section 2. The official zoning map of the city of Santa Fe adopted by Ordinance No. 2001-27 is amended to conform to the change of zoning classification for the Property set forth in Section 1 of this Ordinance.

Section 3. Pursuant to SFCC 1987, Section 2-2.4, this Ordinance shall be published by title and general summary and shall become effective five (5) days after publication.

PASSED, APPROVED, AND ADOPTED this _____ day of _____, 20___.

_____

ALAN M. WEBBER, MAYOR

ATTEST:

_____

ANDRÉA SALAZAR, CITY CLERK

APPROVED AS TO FORM:

Erin McSherry

Erin McSherry (Apr 25, 2025 13:47 EDT)

ERIN K. MCSHERRY, CITY ATTORNEY

CITY OF SANTA FE
CITY ATTORNEY

MEMORANDUM

To: **Members of the Governing Body**

From: **Frank Ruybalid, Assistant City Attorney** FR

Via: **Erin K. McSherry, City Attorney** EM

Re: **Appeal # 2025-9812-APPL of Case # 2024-9478-HDRB.** Property owner Miriam Leth-Espensen and agent Stefanie Beninato appeal the Historic Districts Review Board's December 10, 2024, decision denying a request for an exception to exceed the 4'6" maximum allowable height by 1'2", for a fence in front of a contributing house in the Downtown and Eastside Historic and Business Capital Districts.

Date: **April 25, 2025, for the April 30, 2025, Governing Body meeting**

Property owner, Mirian Leth-Espensen, represented by agent Stefanie Beninato ("Appellant") has filed an Appeal challenging a decision by the Historic Districts Review Board ("HDRB" or "Board") denying her application to approve a 5-foot-8-inch-high fence at 614 Paseo de Peralta (the "Property"). A contractor for the Appellant Ms. Leth-Espensen built the fence without applying for a building permit or HDRB approval, and the City issued Notices of Violation to the property owner. The property is in the Downtown and Eastside Historic District and in the Business Capital District, East Marcy / East Palace Subdistrict. After a public hearing on December 10, 2024, the HDRB denied the Appellants' application for retroactive approval of the non-compliant fence and the exception the Appellants sought to the Historic Districts Code. The Appellants appeal the HDRB's denial.

Both the Business Capital District standards and the Historic Districts Code restrict the height of fences. **[Santa Fe City Code ("SFCC" or "Code") Sections 14-7.4(A) and 14-5.2(D)(9)(c)(ii) (C)]** The Business Capital District's height limitations are more restrictive than the Historic District's, and the Code requires that the more restrictive limitation prevails over the less restrictive. **[SFCC Section 14-1.7(B)]** The Historic Districts Code permits exceptions to the Historic Districts standards **[SFCC Section 14-5.2(C)(5)(c)]**, and the Appellant (the "Applicant" in the HDRB hearing) asked the Board to grant an exception. The six exception

criteria require the HDRB to consider elements such as the character of the streetscape, special conditions peculiar to the land, and the preservation of the City's historic areas. **[SFCC Section 14-5.2(C)(5)(c)]** The HDRB also considered that the structure on this property has a historically "contributing" designation, and the Code prohibits the HDRB from approving an alteration that jeopardizes that designation. **[SFCC Section 14-5.2(D)(1)(a)]**

Appellant claims the location of the property in a high-traffic area poses a hazard to her, the high fence is a necessary safeguard against trespass and vandalism, and the HDRB decision was arbitrary, capricious, and not based on the facts or the law. **[Ex. A, Verified Appeal Petition ("Petition"), at 4]** She also argues that other property owners in the Historic Districts and on this streetscape have installed 6-foot fences, approved by the HDRB, and the denial of the exception for her fence is, therefore, unfair. **[Ex. A, Petition, at 3, 9]** In this "de novo" appeal, the Governing Body may uphold or reverse the HDRB's decision to deny the application and the exception. **[SFCC Section 14-2.2(F)]** A "de novo" appeal is one in which the Governing Body conducts an independent application of the law to the evidence to decide whether the facts and the law support the structures' historic statuses.

I. BACKGROUND

A. <u>The Property, its History, and its Relation to the Street</u>

The Property is on the south side of Paseo de Peralta, across the street and to the west of the entrance to Historic Fort Marcy Park. It has a mixed use as a residence and Miriam's Well School of Weaving, which offers small weaving and textile-design classes. **[Ex. A, Petition, at 7; Ex. C, Excerpt from Minutes, at 38]** The Property is listed as historically contributing in the Downtown and Eastside Historic District, and is on the northern edge of the Business Capital District, East Marcy/East Palace Subdivision. **[Ex. C, Minutes, at 32-33]** Seven of the nine houses on Paseo de Peralta between East Marcy and Otero streets have either a contributing or significant status, and the Property is one of the seven. **[Ex. J, Building Historic Status Map, at 117]** The Anglo-American arrival influenced the development of this streetscape, and the houses in this area reflect the Anglo-American style of architecture, including low front-yard fences. **[Ex. C, Minutes, at 33]** The structure has a moderately pitched, gabled roof, deep-set windows, and a large bay of windows on the north where a porch has been enclosed. **[Ex. C, Minutes, at 32]** A photograph from the 1985 Historic Building Inventory illustrates that this house, like others in the streetscape, had low, fenestrated fencing at the property line. **[Ex. D, Staff Memo, at 53]** Although it is difficult to discern the exact fence material in the 1985 photograph, it is clear that historically the house had a direct relationship with the street, as do other historic buildings in the streetscape. **[Ex. C, Minutes, at 33]**

The south side of Paseo de Peralta has several distinguishing characteristics from the north side of the street. On the curve between East Marcy and Otero Streets, only the south side of Paseo de Peralta is within the Business Capital District ("BCD"); the north side of the street is outside the BCD. **[Ex. H, BCD Map Detail, at 115]** The south side of the street is lined with lower fences and yard walls with stepped heights, picket and wire fences, and walls combined with wrought-iron fencing creating an open fenestration of the wall. The north walls of two

structures (one residential and one commercial) abut the sidewalk. **[Ex. C, Minutes, at 34; Ex. D, Staff Memo, at 45, 49, 58]** There is a considerable grade difference between the south side of the street, which has a gradual slope, and the north side, where the steep, switchback trail to the Cross of the Martyrs commences. **[Ex. D, Staff Memo, at 45, 88]** Retaining walls characterize the streetscape on the north side, with additional walls that are substantially set back from the plane of the retaining walls. **[Ex. D, Staff Memo, at 45]**

B. Business Capital and Historic District Standards

Two standards limit the height of walls and fences in the neighborhoods in the northeast downtown area of Santa Fe. Height standards are found in both the Business Capital Districts Code, SFCC Section 14-7.4, Table A-1, and the Historic Districts Code, SFCC Section 14-5.2(D)(9)(c)(ii)(C). Height and other limitations in the BCD Code are more restrictive than those in the Historic Districts Code and, under this section of the SFCC, the more restrictive code section supersedes the less restrictive:

> 14-1.7 – CONFLICTING PROVISIONS: . . . (B) In the case of a conflict within Chapter 14, or between Chapter 14 and any other ordinance, resolution or regulation, the more restrictive limitation or requirement shall prevail, unless an exception is specifically stated, and the provision shall govern that requires: . . .
>
> (2) the lower height of structure or lesser number of stories;

SFCC Section 14-5.1 has similar language: "When the requirements of an overlay district are in conflict with those of the underlying district or those of another overlay district, the more restrictive limitation or requirement controls as provided for in Section 14-1.7."

The BCD has several subdivisions, and 614 Paseo de Peralta is in the East Marcy / East Palace Subdistrict ("BCD EAS") **[Ex. H, BCD Map Detail, at 115]** Table A-1 under SFCC Section 14-7.4 reads, with respect to the BCD EAS subdistrict, "[w]alls, fences, and hedges permitted to maximum of 4 feet." **[Ex. I, BCD Table, at 116]** The Historic Districts Code, SFCC Section 14-5.2(D)(9)(c)(ii)(C), reads, "Yard walls and fences shall be limited to a height that does not exceed the average of the height of other yard walls and fences in the streetscape." In compliance with this formula, the Staff took the measurements of 38 other fences and yard walls along the Paseo de Peralta streetscape and calculated the average, which was 54 inches, or 4 feet, 6 inches. **[Ex. D, Staff Memo, at 56]** Applying the height limitation of the BCD EAS, which is 4 feet, the Appellant's fence, at 5 feet 8 inches, exceeds it by 20 inches, or 1 foot 8 inches. Applying the height limitation of the Historic Districts Code under SFCC 14-5.2(D)(9), which is 4 feet 6 inches, the Appellant's fence exceeds it by 14 inches.

The property at 614 Paseo de Peralta has been designated historically "contributing" under the Historic Districts Code. **[Ex. J, Building Historic Status Map, at 117]** SFCC Section 14-12.1, defines this status level for historic properties:

> CONTRIBUTING STRUCTURE: A structure, located in a historic district, approximately 50 years old or older that helps to establish and maintain the character of that historic district. Although a contributing structure is not unique in itself, it adds to the historic associations or historic architectural design qualities that are significant for a district. The contributing structure may have had minor alterations, but its integrity remains.

The Code expressly prohibits any alteration to contributing, significant or landmark structures that will cause the structures to lose these specially protected designations. SFCC Section 14-5.2(D)(1)(a) reads:

> The status of a significant, contributing, or landmark structure shall be retained and preserved. If a proposed alteration will cause a structure to lose its significant, contributing, or landmark status, the application shall be denied. The removal of historic materials or alteration of architectural features and spaces that embody the status shall be prohibited.

Proposed additions or alterations that do not comply with Code restrictions for significant or contributing buildings are not entirely prohibited; the HDRB can permit them if the property owner or project applicant requests an "exception" and meets six criteria described in the Code at SFCC Section 14-5.2(C)(5)(c). The applicant has the burden of "conclusively demonstrating" the exception criteria. **[SFCC Section 14-5.2(C)(5)(c)]**

II. PROCEDURAL HISTORY

A. Notices of Violation

From at least 2015 through 2023, 614 Paseo de Peralta had a low white frame and wire mesh fence on its north lot line, which permitted an unobstructed view of the house from Paseo de Peralta. **[Ex. D, Staff Memo, at 45-46]** In August, 2023, a constituent complained that workers were building a new fence without a permit, and on August 18, 2023, a Building Inspection officer issued Ms. Leth-Espensen a Notice of Violation and a stop-work order, commonly called a "red tag." **[Ex. F, Notices of Violation, at 108]** Ms. Leth-Espensen sent an e-mail to the Staff apologizing for failing to obtain a permit, and claiming she went to the permit office where she was told she did not need a permit as long as the new fence did not exceed the height of the old fence. **[Ex. D, Staff Memo, at 103]**

The fence had not been removed by February, 2024, and the Building Inspection officer returned to the address and issued another Notice of Violation January 11, 2024. **[Ex. F, Notices of Violation, at 109]** Finding the fence still in place in April, the Historic Preservation Staff issued another Notice of Violation and filed it in Santa Fe Municipal Court, where the City opened a criminal case against Ms. Leth-Espensen, Case # CE 2024-00005. **[Ex. F, Notices of Violation, at 111]** On motions by Ms. Leth-Espensen's defense counsel, Lisa Torraco, that case has been postponed pending the outcome of the Governing Body Appeal hearing. Ms. Leth-Espensen (the "Applicant") applied for an HDRB review. **[Ex. G, HD Application, at 113-114]**

The Staff set an HDRB hearing on her application for December 10, 2024. The Applicant requested that the HDRB consider granting an exception to the fence height restrictions in the City Code, and she offered several reasons why she believed she fulfilled the six exception criteria. **[Ex. D, Staff Memo, at 88-89]**

B. Staff Recommendations

In its Staff Report to the HDRB, the Staff recommended that the application for the fence be denied. **[Ex. C, Minutes, at 35; Ex. D, Staff Report, at 44]** The Staff cited the height restrictions in the BCD East Marcy Subdistrict and the General Design Standards for the Historic Districts under SFCC Section 14-5.2(D) as bases for denying the application. **[Ex. C, Minutes, at 34-35; Ex. D, Staff Report, at 45-48]** In response to the request for exceptions, the Staff provided the following analysis in support of the recommendation to deny:

- Although high retaining walls and yard walls appear on the north side of Paseo de Peralta, they are required because the slope on the north side of the street is extreme while the slope on the south side of the street is more gradual;

- Low yard walls and fences, consistent with the BCD EAS ordinance, and fenestrated walls and fences, such as picket and wrought-iron fences are more characteristic of the south side of the street;

- The Applicant's need for security is no greater than that of other residents on this street, and their houses have low fences and yard walls, and the Applicant could increase her safety by measures other than a high fence that obstructs the view of the house;

- The hardships the Applicant faces without a high fence on her lot line affect all property owners on that streetscape, and the exception criteria requires the Applicant to demonstrate that the circumstances justifying an exception are unique to her property; and

- It is immaterial that the structure on the Applicant's property is a live-in workplace, as there are both residential and commercial properties on that block. **[Ex. D, Staff Report, at 48-52]**

C. Board Decision to Deny Application

On December 10, 2024, the HDRB held a public hearing about the application and request for an exception. Stefanie Beninato represented the Appellant in that hearing. **[Ex. C, Minutes, at 35]** Five members of the Board participated in the hearing. Because the chair only has a vote in the event of a tie, four members voted. **[City Resolution # 2009-20, Art. 11, § 2(B); Ex. C, Minutes, at 42]** The Staff gave a history of the property, described the project application, and recommended that the HDRB deny the project and enter findings that the exception criteria had not been met. **[Ex. C, Minutes, at 34-35]**

In the Applicant's presentation, Ms. Beninato asked Board Member Jennifer Biedscheid to disqualify herself. **[Ex. C, Minutes, at 35-36]** Ms. Beninato expressed concern that Member Biedscheid had a bias against the Applicant because the Applicant had posted a placard on her fence urging voters not to retain Judge Bryan Biedscheid, Jennifer Biedscheid's husband, in the 2024 general election. Member Biedscheid declined to disqualify herself, assuring the Applicant she had no bias, and that her service to the HDRB is not influenced by her husband's career or by cases that he presides over. **[Ex. C, Minutes, at 35-36]**

Ms. Beninato said that when the property had a low, wire fence, salt from the City's treatment of the icy street in the winter damaged the front of the house, and pedestrians coming and going from nearby parks trespassed on the property. **[Ex. C, Minutes, at 36]** Ms. Beninato gave examples of other properties in the Historic Districts with high fences, including one at the Girls, Inc., property at Paseo de Peralta and Hillside Avenue. **[Ex. C, Minutes, at 37]** Ms. Leth-Espensen also addressed the Board, testifying that strangers and homeless persons would pass through her property when she had a low fence, and the contractor told her that if the fence was not 6 feet or taller she would not need a permit. She felt that the fence was a solution to the increased traffic, tourists, and criminal elements of the city. **[Ex. C, Minutes, at 37]** Two members of the public addressed the Board, both expressing disapproval of the fence. **[Ex. C, Minutes, at 40-41]**

Member John Bienvenu moved, and the Board voted unanimously among the four voting members to deny the application, and to deny the height exception the Applicant sought. **[Ex. C, Minutes, at 42]** On February 11, 2025, the HDRB adopted written Findings of Fact and Conclusions of Law reflecting its decisions regarding the Property. **[Ex. B, Findings & Conclusions, at 25-29]**

D. Requirement for Board of Adjustment Review

Although the exception criteria under SFCC Section 14-5.2(C)(5)(c) allow the HDRB to consider many circumstances affecting a property when it reviews a project proposal, variations from the Business Capital Standards can be approved only by the Board of Adjustment. **[SFCC Sections 14-2.4 (Board of Adjustment); 14-2.5 (BCD Design Review Committee); 14-3.16 (Variances)]** For this reason, if the Governing Body grants the Appellant's appeal, the Appellant will have to submit her project to the Board of Adjustment for permission to exceed the height restrictions of the BCD EAS.

III. APPEAL TO THE GOVERNING BODY

A. Applicable Code Sections

Under SFCC Section 14-3.17(A)(2), an appeal of an HDRB decision may be filed for one or more of the following reasons:

(a) To contest non-compliance of a final action with Chapter 14 or

Sections 3-21-1 through 3-21-14 NMSA 1978 (the New Mexico zoning enabling act);

(b) To contest the application of SFCC Chapter 14; or
(c) To appeal a decision lacking substantial evidence to support it.

Although the Appellant claims a violation of her constitutional right of "equal protection," SFCC Section 14-3.17(A)(2) does not permit the Governing Body to base a decision on such a claim.

B. The Appellants' Claims

In her Verified Appeal Petition ("Petition"), the Appellant claims the HDRB made an arbitrary and capricious ruling which was not based on the law or the facts of the case. **[Ex. A, Petition, at 4]** She claims:

1. She is in danger from trespass, vandalism and burglaries, and the Board's decision impairs her physical safety and the peaceful enjoyment of her property. **[Ex. A, Petition, at 3, 7]**

2. Other parts of her property have coyote fencing, and the disapproval of a coyote fence on the street frontage requires two different types of fencing, creates an aesthetically incongruous and disharmonious property and devalues the property. **[Ex. A, Petition, at 3-5]**

3. Coyote fencing is commonplace on the Paseo de Peralta streetscape and elsewhere on the block, notably in the Castillo Plaza, which provides off-street parking to the Appellant's property and other business on that block. **[Ex. A, Petition, at 4-6]**

4. The Appellant has been treated unfairly because property owners at 803 Agua Fria St. and 301 Hillside Ave. (Girls, Inc.) have been permitted to build high coyote fences, the property owners at 803 Agua Fria St. have not complied with conditions the HDRB imposed, and they have not been issued a Municipal Court citation. **[Ex. A, Petition, at 3-5, 9]**

5. The Appellant has suffered a disadvantage by the City's failure to adopt Findings of Fact and Conclusions of Law within 35 days after the HDRB hearing, and the time for the Appellant to file her Appeal starts running on the 35th day after the hearing. **[Ex. A, Petition, at 3-4]**

6. The Board did not correctly apply the definition of "Streetscape," set forth in SFCC Section 14-12.1, which includes both sides of the street for 300 feet in either direction of the subject property. **[Ex. A, Petition, at 4-5]**

7. Member Biedscheid's refusal to disqualify herself resulted in an unfair hearing to the Appellant. **[Ex. A, Petition, at 10-11]**

IV. ANALYSIS

A. Evidence Supporting the Board's Decision

The HDRB had evidence to support its decision to deny the application and to deny the exception the Appellant requested. The Board spent an hour and 15 minutes on this hearing, there are 14 pages of Minutes for this discussion and Board's decision, and it is clear that the Board gave the Appellant and her attorney (Ms. Beninato) ample opportunity to offer evidence and to answer all the Board's questions. **[Ex. C, Minutes, at 32-43]**

In response to the arguments made by the Appellant in her Verified Appeal Petition, the Governing Body may consider, with respect to each of the Appellant's arguments, the following:

1. **The Appellant's exposure to safety hazards:**

The Board found that there are other, unprotected points of access to the house, notably on the east and west sides, and there was no proof that the coyote fence on the street front provides greater protection than any other fence. **[Ex. B, Findings & Conclusions, at 27; Ex. C, Minutes, at 38]** There is no barrier separating the Appellant's house from the adjacent property to the west, which has only a low yard wall, and the coyote fence on the Appellant's north lot line does nothing to prevent access through the neighboring property. **[Ex. C, Minutes, at 38; Ex. D, Staff Report, at 96-97]** The HDRB also found that hazards to the Appellant can be mitigated by other designs, such a lower, picket fence which could have pointed pickets, or a wrought-iron fence which could have pointed finials. **[Ex. B, Findings & Conclusions, at 27; Ex. C, Minutes, at 39-40]**

The exception criteria require special circumstances not applicable to other lands or structures. **[SFCC Section 14-5.2(C)(5)(c)(iv)]** The HDRB found that the Appellant had not shown a need for safety greater than at any other heavily traveled location, and that all the properties on the south side of Paseo de Peralta abut the sidewalk or have a minimal setback, and are similar to the subject property. **[Ex. B, Findings and Conclusions, at 27]**

2. **Aesthetic impairment from disallowance of coyote fencing:**

Photos presented to the Board depicting the property when it had a lower fence show that persons passing on Paseo de Peralta cannot see the coyote fencing in the back of the property. Trees and foliage on the east and west sides of the Appellant's house obstruct the view of the back yard, and fencing in the interior Castillo Plaza is not visible even from the unfenced adjacent property to the west. **[Ex. D, Staff Report, at 46, 96-97]** The Board found the height and its lack of fenestration, greatly obstructing the view of the house, as the fence's problematic characteristics, not necessarily its composition of latillas. **[Ex. C, Minutes, at 38, 40]**

The property owner's personal sense of aesthetics is not among the criteria the Board must consider, for that would make Code-mandated design standards meaningless to the extent a property owner does not like them. **[SFCC Section 14-5.2(C)(5)(c)]** The Board must consider the property's harmony with the streetscape, the preservation of historic areas and the "qualities relating to the history of Santa Fe." **[SFCC Section 14-5.2(A)(1)]** The history of the BCD EAS does not support high, solid fences. **[Ex. D, Staff Report, at 48-49]**

3. **Coyote fencing found elsewhere on the block:**

In a hearing in July, 2024, the Board approved a six-foot-high coyote fence at Girls, Inc., at 301 Hillside Ave., which is down the street to the east and visible from 614 Paseo de Peralta. **[Case # 2024-8626-HDRB]** However, the section of 301 Hillside Ave. that abuts Paseo de Peralta is on the north side of the street, the north side of Paseo de Peralta is outside the BCD EAS, and the fence height restrictions of the BCD EAS do not apply there. **[Ex. H, BCD Map Detail, at 115]**

The Board approved exception criteria for the fence at the Girls, Inc., property, and structures approved by a variance or exception are excluded from the streetscape by SFCC Section 14-5.2(D)(9)(b)(ii). This section reads: "When determining streetscape, the following structure types shall be excluded: . . . existing structures approved by way of a variance or exception, and yard walls and fences whose height is inconsistent with the predominant height of yard walls and fences on an applicable streetscape." When approving the fence at Girls, Inc., the Board considered that that property already had coyote fencing, and a six-foot-high chain-link fence.

4. **High fences have been approved at 803 Agua Fria St. and 301 Hillside Ave.:**

The standards for the BCD EAS, Sections 14-7.4(A), control the *south* side of Paseo de Peralta only, and 301 Hillside Ave. (Girls, Inc.) is on the north side. **[Ex. H, BCD Map Detail, at 115]** The Business Capital District's height limitations are more restrictive than the Historic District's, and SFCC Section 1.7(B), reads that the more restrictive limitation prevails over the less restrictive.

803 Agua Fria St. is in a different historic district: the Westside-Guadalupe Historic District, controlled by a different section of the Historic Districts Code, SFCC Section 14-5.2(I). It is also on a different streetscape. And, because it is not in the Business Capital District or any subdistrict of the BCD, average height on the streetscape is the sole height regulation that applies under the Code. SFCC Section 14-5.2(I)(1)(f) specifically permits coyote fencing for the Westside-Guadalupe Historic District, but coyote fencing is solely at the Board's discretion for the Downtown and Eastside Historic District, SFCC Section 14-5.2(E).

Even if there were non-conforming properties in the vicinity of other structures or walls/fences that do not comply with the City Code, it is no defense to a prosecution for violating an ordinance that others have been permitted to violate it without prosecution or punishment. *City of Santa Fe v. Gamble-Skogmo, Inc.*, 1964-NMSC-016, ¶ 24, 73 N.M. 410, 389 P.2d 13 (1964); *Kansas City v. Wilhoit*, 237 S.W.2d 919, 924 (Kan.App. 1951).

5. **Delay in adopting Findings of Fact and Conclusions of Law:**

The Board approved the Findings of Fact and Conclusions of Law for 614 Paseo de Peralta in its meeting on February 11, 2025, which was 63 days after the HDRB heard the

Appellant's presentation on the project. **[Ex. B, Findings and Conclusions, at 29]** An Appellant's Appeal Petition must be submitted not later than the 50th day after a Land Use Board hearing, in accordance with SFCC Section 14-3.17(C)(1)(c) and (4)(b), but the Appellant does not have to wait until the HDRB approves the Findings of Fact and Conclusions of Law for the project to get a clear understanding how the Board voted. The Appellant can review any dialogue that took place in the hearing by replaying the hearing on the YouTube site. The link to the YouTube video is printed on the Agenda for the respective HDRB hearing.

There is no disadvantage to the Appellant that the Findings and Conclusions are approved after a Land Use Appeal comes due, as they do not control the discussion at the Appeal Hearing. The Appeal procedure, controlled by City Resolution # 2011-24, reads that the parties to the Appeal Hearing may introduce evidence that was not previously part of the Record. **[City Resolution # 2011-24(VIII)(E), Other Evidence]**

6. **Code definition of "streetscape" includes both sides of the street for 300 feet both directions:**

The Code provision the Appellants cite, SFCC Section 14-5.2(D)(9)(a)(ii)(B), is not the only Code section setting the considerations for streetscapes and fence heights. Also bearing on the height calculation are the six Streetscape Standards, found at SFCC Section 14-5.2(D)(9)(b)(i-vi). These standards exclude the Girls, Inc., property at 301 Hillside Ave. because structures approved by variance or exception are not considered, and yard walls and fences whose height is inconsistent with the predominant height of yard walls and fences on the streetscape are not considered. It is immaterial that "streetscape" includes both sides of the street under SFCC Section 14-5.2(D)(9)(a)(ii) because the BCD EAS standards, SFCC Section 14-7.4(A), are more restrictive than the streetscape definition at SFCC Section 14-5.2(D)(9), and under the Code the more restrictive limitation prevails. **[SFCC Section 14-1.7(B)]**

Also, the definition of "streetscape" at SFCC Section 14-12.1, requires the Board to consider the visual character of a street according to its topography, the pattern of structures and open space, building and wall setbacks, street and architectural design, and heights, widths and proportions of the structures. The length of the streetscape under SFCC Section 14-5.2(D)(9)(a)(ii)(B) is only part of the equation.

7. **Member Biedscheid's refusal to disqualify herself:**

The sole reason the Appellant gave for her request that Board Member Jennifer Biedscheid recuse herself was that the Appellant had posted a placard on her fence urging voters not to retain Judge Bryan Biedscheid, Member Biedscheid's husband, in the 2024 general election. **[Ex. C, Minutes, at 35-36]** A person presiding over a quasi-judicial proceeding, such as a land-use hearing, is held to the same standard as a judge, with respect to matters which affect the hearing officer's family member. Rule 21-211(3) NMRA reads that a judge must disqualify herself when "[t]he judge knows that he or she, individually or as a fiduciary, or the judge's spouse, domestic partner, parent, or child, or any other member of the judge's family residing in the judge's household, has an *economic interest* in the subject matter in controversy

or is a party to the proceeding." (Emphasis added.) And under the City Code, a conflict of interest means a prospect of *pecuniary*, or financial, gain or loss from an official act of a public official or any member of her family. **[SFCC Section 1-7.5]** There was never any claim that Member Biedschied or other relevant person, such as a member of her family or family's business, had a financial interest in this project, or that she would gain financially from its defeat.

Member Biedscheid was one of the four voting members of the HDRB who unanimously denied the exception for the fence project. **[Ex. C, Minutes, at 42]** Even if Member Biedschied recused herself, the vote would have been 3-0 to deny it, a unanimous outcome.

B. Standard of Review

On appeal, the Governing Body should independently apply the Code provisions to the facts of this case. *See* Appendix (relevant Code provisions).

V. CONCLUSION

In considering the Appellant's appeal, the Governing Body must address the following question:

Has the Appellant conclusively demonstrated she fulfills the six criteria for an exception to the Historic District standards?

If the answer is "**no**," then the Governing Body should deny the appeal.

If the answer is "**yes**," then the Governing Body should grant the appeal and state the facts supporting each of the six criteria.

VI. MOTION OPTIONS

There are two options for motions in this case:

Motion 1: I move to deny the appeal, on the grounds that the 5-foot-8-inch, solid fence is non-conforming to Historic District height and design standards for that streetscape and the Appellants have not conclusively demonstrated the six criteria for an exception to these standards.

Motion 2: I move to grant the appeal, on the grounds that, although the 5-foot-8-inch, solid fence is non-conforming to Historic District height and design standards for that streetscape, the Appellants have conclusively demonstrated the six exception criteria. The facts supporting the exception criteria are (state (i) through (vi)):

VII. LIST OF EXHIBITS

A	Verified Appeal Petition and Appellant's Exhibits	Jan. 28, 2025	pp. 1-24

B	HDRB Findings of Fact and Conclusions of Law	Feb. 11, 2025	pp. 25-29
C	Excerpts from Board Meeting Minutes	Dec. 10, 2024	pp. 30-43
D	HP Staff Report	Dec. 10, 2024	pp. 44-106
	1) Senior Planner Memo	Dec. 10, 2024	pp. 44-52
	2) Senior Planner Exhibits		pp. 53-86
	3) Application Packet	Oct. 1, 2024	pp. 87-104
	4) Historic Districts Wall & Fence Guidelines		pp. 105-106
E	Board Action Letter		p. 107
F	Notices of Violation		pp. 108-112
	Code Report and Stop Work Order	Aug. 18, 2023	p. 108
	Notice of Violation	Jan. 11, 2024	pp. 109-110
	Notice of Violation and Land Use Citation	Apr. 11, 2024	pp. 111-112
G	Historic Districts Application	March 1, 2024	pp. 113-114
H	Business Capital District map detail		p. 115
I	Business-Capitol District table (East Marcy Subdistrict)		p. 116
J	Building Historic Status map detail		p. 117

APPENDIX:
EXCERPTS FROM SANTA FE CITY CODE

§ 14-1.7 – Conflicting Provisions

. . .

(B) In the case of a conflict within Chapter 14, or between Chapter 14 and any other ordinance, resolution or regulation, the more restrictive limitation or requirement shall prevail, unless an exception is specifically stated, and the provision shall govern that requires:

(1) the greater width or size of yards, courts or other open spaces;
(2) the lower height of structure or lesser number of stories;
(3) the greater percentage of lot or land to be left unoccupied; or
(4) other higher standards.

§ 14-5.2 – Historic Districts

(A) General Provisions

(1) General Purpose

In order to promote the economic, cultural, and general welfare of the people of the city and to ensure the harmonious, orderly and efficient growth and development of the city, it is deemed essential by the governing body that the qualities relating to the history of Santa Fe, and a harmonious outward appearance, which preserve property values and attract tourists and residents alike, be preserved, some of these qualities being:

(a) The continued existence and preservation of historical areas and buildings;
(b) The continued construction of buildings in the historic styles; and

(c) A general harmony as to style, form, color, height, proportion, texture and material between buildings of historic design and those of more modern design.

. . .

(C) Regulation of Significant and Contributing Structures in the Historic Districts

(1) Purpose and Intent

It is intended that:

(a) Each structure to be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such as the addition of conjectural features or architectural elements from other buildings, shall not be undertaken;

(b) Changes to structures that have acquired historic significance in their own right shall be retained and preserved, recognizing that most structures change over time;

(c) Distinctive features, finishes, and construction techniques or examples of craftsmanship that characterize a structure be preserved; and

(d) New additions and related or adjacent new construction be undertaken in such a manner that if removed in the future, the original form and integrity of the historic property and its environment would be unimpaired.

. . .

(5) Exceptions

Staff shall determine if an exception to this section is required. The historic board may grant or deny an exception to the regulations set forth in this section provided that such exception does not exceed the underlying zoning.

. . .

(c) Height, Pitch, Scale, Massing, and Floor Stepbacks

The board is the city administrative board reviewing and granting or denying requests for exceptions from regulations set forth in Subsection 14-5.2(D)(9). . . . The board may grant exceptions and impose conditions thereon to Subsection 14-5.2(D)(9) for height of structures within the historic districts as specified in Subsection 14-5.2(D)(9)(a). In order to approve an exception, the board shall make findings of fact that the applicant conclusively demonstrated that requested exceptions comply with all the criteria listed as follows: (Ord. No. 2023-27 § 1)

(i) Do not damage the character of the streetscape;

(ii) Prevent a hardship to the applicant or an injury to the public welfare;

(iii) Strengthen the unique heterogeneous character of the city by providing a full range of design options to ensure that residents can continue to reside within the historic districts;

(iv) Are due to special conditions and circumstances which are peculiar to the land or structure involved and which are not applicable to other lands or structures in the related streetscape;

(v) Are due to special conditions and circumstances which are not a result of the actions of the applicant; and

(vi) Provide the least negative impact with respect to the purpose of this section as set forth in Subsection 14-5.2(A)(1).

(D) General Design Standards for All H Districts

In any review of proposed additions or alterations to structures that have been declared significant or contributing in any historic district or a landmark in any part of the city, the following standards shall be met:

(1) General

(a) The status of a significant, contributing, or landmark structure shall be retained and preserved. If a proposed alteration will cause a structure to lose its significant, contributing, or landmark status, the application shall be denied. The removal of historic materials or alteration of architectural features and spaces that embody the status shall be prohibited.

(b) If a proposed alteration or new construction will cause an adjacent structure to lose its significant, contributing, or landmark status, the application may be denied.

. . .

(9) Height, Pitch, Scale, Massing and Floor Stepbacks

The height, pitch, scale, and massing of any structure in a historic district, as defined in this section, shall be limited as provided for in this section, unless further restricted within this chapter.

(a) Applicability

The following sections identify specific areas and specific projects subject to this section. Planning and land use department staff shall determine whether or not properties are included within this section. (Ord. No. 2007-45 § 30; Ord. # 2020-22, § 16)

(i) Specific Areas

A. The authority to limit the height of any structure, as provided in this section, shall apply within the downtown and eastside, Don Gaspar, historic transition, and Westside-Guadalupe historic districts.

. . .

(ii) Project Types

Planning and land use department staff shall determine the applicability of this section to individual projects and the applicable streetscape as follows: (Ord. # 2007-45 § 30; Ord. # 2020-22, § 16)

A. If the project location is sited on a street which extends linearly with no interruptions or truncations, the streetscape shall include buildings, yard walls, and fences on both sides of the street on which the proposed building, yard wall, or fence is to be located, for a distance of six hundred (600) feet measured from the midpoint of the street facing façade(s) of the proposed building, yard wall, or fence in both directions parallel to the street centerline. See Illustration 14-5.2-1, “Linear Street - No Interruptions or Truncations.”

B. If the streetscape is truncated by an intersecting block or a

visual intrusion (such as a curve or turn in the streetscape) before the six hundred (600) feet is measured, the streetscape shall include all buildings, yard walls, or fences up to and including those which front the intersection or intrusion. See Illustration 14-5.2-2, "Truncation by an Intersecting Block or Visual Intrusion."

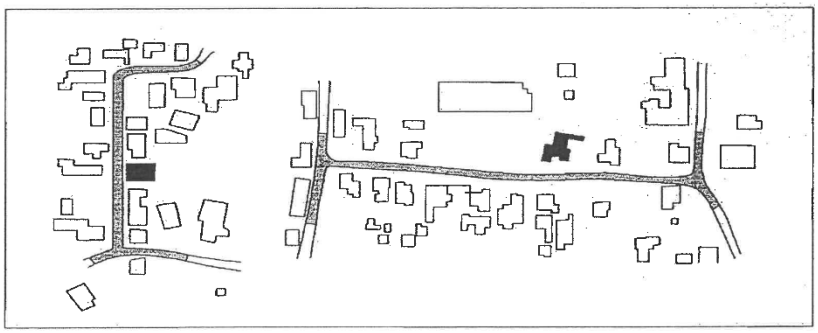


Illustration 14-5.2-2 Truncation by an Intersecting Block or Visual Intersection

(b) Streetscape Standards

. . .

(ii) When determining streetscape, the following structure types shall be excluded: institutional, buildings originally constructed to house a hotel, residential multiple unit, buildings with non-historic multiple stories, non-historic pitched roof, auxiliary outbuildings such as sheds, existing structures approved by way of a variance or exception, and yard walls and fences whose height is inconsistent with the predominant height of yard walls and fences on an applicable streetscape.

. . .

(c) Height

. . .

(ii) In exercising its authority under this section, the board shall limit the height of structures as set forth in this section. Heights of existing structures shall be as set forth on the official map of building heights in the historic districts.

. . .

C. Yard walls and fences shall be limited to a height that does not exceed the average of the height of other yard walls and fences in the streetscape.

(iii) In historic districts, height shall be the vertical distance measured between the highest part of a structure and the existing grade or finished grade, whichever is more restrictive, at the midpoint of the street facing facade, excluding rooftop appurtenances, the increased height of walls or fences over pedestrian and vehicular openings, and gates (either in opened or closed position).

. . .

§ 14-7.4 – Business-Capitol Districts

(A) Table of Dimensional Requirements for Townscape Subdistricts

East Marcy / East Palace:
Maximum Height of Structures (feet): 27
Maximum Lot Coverage Ratio: No requirements
Building Placement and Setback Requirements (feet):
Building setback requirements:
Street: Note 4 (10 feet)
Side: 5
Rear: 10
Minimum Open Space Requirements:
Open space of no less than 10 percent of the lot area shall be located adjacent to the front property line to serve as yard or courtyard
Landscape Treatment in Yards:
Landscape treatment required in yards and open space. Street trees and landscape treatment required if planting strip exists. Asphalt or concrete pavement prohibited in planting strip.
Height of Walls and Fences (feet):
Walls, fences, and hedges permitted to maximum of 4 feet
Placement of Off-Street Parking: Parking prohibited in required front yard
Portals: Prohibited within ROW

(B) Additional Regulations

. . .
(3) Design Objectives for Individual Townscape Subdistricts
The best existing qualities of the individual townscape subdistricts should be preserved, while encouraging diversity of design in the individual townscape subdistricts. New development should be harmonious with the specific physical characteristics and development and design objectives listed below:
. . .
(e) East Marcy / East Palace Subdistrict:
(i) maintain the continuity of blockfaces, including street trees and yards;
(ii) retain the residential scale of the area by limiting building heights and requiring yards;
(iii) encourage low walls that are compatible with the characteristic open yards; and
(iv) encourage a sense of openness.

§ 14-12.1 – Definitions

CONTRIBUTING STRUCTURE
A structure, located in a historic district, approximately fifty years old or older that helps to establish and maintain the character of that historic district. Although a contributing structure

is not unique in itself, it adds to the historic associations or historic architectural design qualities that are significant for a district. The contributing structure may have had minor alterations, but its integrity remains.

STREETSCAPE

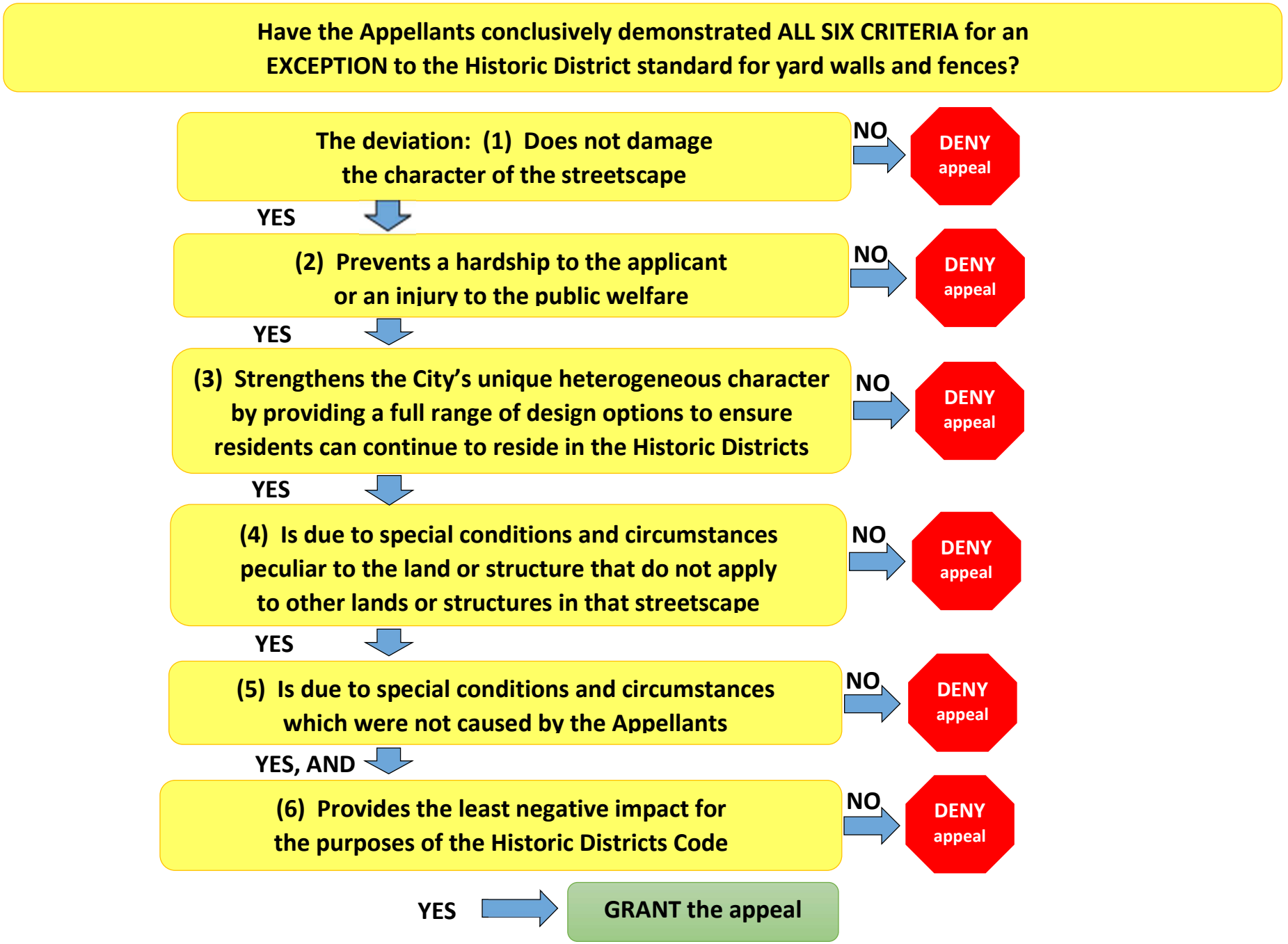
The visual character of a street or section of a street as defined by topography; the pattern of structures and open space; building and wall setbacks; street design; architectural design; and heights, widths and proportions of structures, fixtures and graphics.

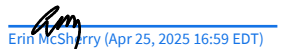
STRUCTURE

Anything that is constructed or erected with a fixed location on the ground or attached to something having a fixed location on the ground, including buildings, mobile homes, walls, fences, swimming pools, spas, tennis courts, signs, flag poles, microwave satellite receiving dishes, TV antennas and communication devices.

Appeal # 2025-5536-APPL of Case # 2024-9478-HDRB, 614 Paseo de Peralta

Appeal by Miriam Leth-Espensen of HDRB Denial



Signature: 
Erin McSherry (Apr 25, 2025 16:59 EDT)

Email: ekmcsherry@santafenm.gov

CITY OF SANTA FE

VERIFIED APPEAL PETITION
PLUD-17

EXHIBIT A

APPELLANT INFORMATION

Name: Miriam Leth-Espensen

Address: 614 Paseo de Peralta
Street Address — Suite/Unit #

Santa Fe — NM — 87501
City — State — ZIP Code

Phone: 505 9188810 Email Address: miriamsf@mac.com

Additional Appellant Names

Correspondence Directed to: Owner X Applicant X Both X

APPLICANT/AGENT INFORMATION (IF DIFFERENT FROM OWNER)

Company Name:

Name (First, Last): Stefanie Beninato

Address: PO Box 1601
Street Address — Suite/Unit #

Santa Fe — NM — 87504
City — State — ZIP Code

Phone: 505 988 8022 E-mail Address: info@nmmediate.com

AGENT AUTHORIZATION (IF APPLICABLE)

I am/We are the owner(s) and record title holder(s) of the property located at: 614 Paseo de Peralta Santa Fe 87501

Miriam Leth-Espensen

I/we authorize Stefanie Beninato to act as my/our agent to execute this application.

Signed: X M. Leth-Espensen Date: 04/24/25

Signed: Date:

SUBJECT OF APPEAL

Project Name: 614 Paseo de Peralta HDRB 24-009478

Applicant or Owner Name: Stefanie Beninato

Location of Subject Site: 614 Paseo de Peralta

Case Number: HDRB 24-009478 Permit Number (if applicable) :

Final Action Appealed: Issuance of Building Permit | Other Final Determination of LUD Director

Final Action of Board or Commission:
- Planning Commission
- BCD-DRC
- Board of Adjustment
- ✓ Historic District Review Board

Two originals of this form must be filed. The Land Use Department Director or their designee will enter the date and time of receipt and initial both original copies. See Section 14-3.17(D) SFCC 2001 for the procedure.

LAND USE STAFF ONLY

Time Filed: 10:17 am Fee Paid: $ 200.00 (Receipt Attached)

Date Filed: 4/28/2025 Staff Signature:

CITY OF SANTA FE

VERIFIED APPEAL PETITION
PLUD-17

BASIS OF STANDING (SECTION 14-3.17 SFCC)

Basis for Appeal: ✓ The facts were incorrectly determined ✓ Ordinance/laws were violated and/or misrepresented

Description of the final action appealed from, and date on which final action was taken:
Denial of exception for fence at 614 Paseo de Peralta made by HDRB on 10 December 2024
HDRB 24-0004478

Check here if you have attached a copy of the final action that is being appealed.

A. DESCRIPTION OF HARM Describe the harm that would result to you from the action appealed (attach additional pages if necessary):
See attached 4 pg Attachment

B. EXPLAIN THE BASIS FOR APPEAL Please detail the basis for Appeal here (be specific):
See attached 11 pg Attachment

SIGNATURE & VERIFICATION

I hereby certify that the documents submitted for review and consideration by the City of Santa Fe have been prepared to meet the minimum standards outlined in the Land Development Code, Chapter 14 SFCC 2001. Failure to meet these standards may result in the rejection or postponement of my application. I also certify that I have met with the City's Current Planning staff to verify that the attached proposal is in compliance with the City's zoning requirements.

Appellant Signature: X M. Leth-Espensen Date: 1/24/25

Agent Signature: Stefanie Bennett Date: 1/24/25

I/We Myriam Leth Espensen + Stefanie Bennett being first duly sqorn, depose, and say: I/We have read the foregoing appeal petition and know the contents thereof and that the same are true to my/ our own knowledge.

X Appellant/s
M. Leth-Espensen
Signature
Myriam Leth-Espensen
Print Name

Agent
Stefanie Bennett
Signature
Stefanie Bennett
Print Name

Subscribed and shown to before me this 24 day of JANUARY 2025

Sylvia Mariscal
NOTARY PUBLIC

My commission expires:
4.18.2027

State of New Mexico
Notary Public
Sylvia Mariscal
Commission Number 1097458
Expiration Date 04/18/2027

Revised 7/23/2024

Attachment to Appeal Tom

HARM

1 Severe impairment of physical safety and security, loss of peaceful enjoyment of her property, loss of reasonable use of the yard on her property due to periodic trespasses, vandalism and break in. Increased stress. The owner was in the house when the break in occurred.

2 Economic Devaluation of property due to periodic trespasses and vandalism

3 Aesthetic harm: The insistence of the Board that some other type of fencing than coyote fencing should be used despite the fact that coyote fencing has been on the property for decades. Having two types of fencing meeting is aesthetically incongruous and produces disharmony in the owner who has a highly developed aesthetic/artist sense and values. It devalues the property to have two inconsistent fencing types meet on the same property.

4 Emotional distress: The need to go to court to defend against a misdemeanor concerning the fence filed in city court. The case has been ongoing for 18 months in large part due to no planner being assigned to the case and the city apparently losing the application submitted by Paul Duran, city LUD employee on 1 March 2024. My client believes there are very few cases in which the city engages in this type of criminal action. For example, 803 Agua Fria built a coyote fence to 6 ft on a significant house without permission. The owners got redtagged and came to the Board. The HDRB allowed this fence with certain conditions. Eight months later, the owners have not met the conditions (lower fence slightly, put cross bracing on the inside), but the city is not in court with them on noncompliance.

5 Economic harm the cost of the construction of the fence ($2800) and the potential cost of its removal

6 Lack of equal protection— the HDRB stated that it allowed the owners of 803 Agua Fria and Girls Inc to have higher fences based solely on claims of safety yet denied similar action in this case while acknowledging the precedent the Board set in the other two cases. Girls Inc is within the streetscape of 614 Paseo de Peralta. See Basis for Appeal Unequal Treatment/Protection

7 The cost of an exception in front of HDRB when it seems that perhaps none was needed See Wall and Fence Guidelines: Board can grant an additional 20 percent of height beyond what it is allowed to grant in a historic district) "Wall heights should be carefully regulated by HDRB standards …and should be restricted so as not to increase the allowable height for the streetscape by more than 20 percent") $550 was for the HDRB application and exception request with additional representative fees.) And the cost of this appeal ($200).

8 Due Process/Equal Protection We have only an action letter from the HDRB but no adoption of findings and conclusions within 49 days of the oral decision. We are operating with a limited capacity to respond in accordance with the deadline that creates a disadvantage (14-3.17C4b) for the owner in creating a legally adequate record on which to base a further appeal if necessary. This type of legal harm has safety and economic effects. We are using the reasons given in the

Attachment to Appeal Form

city's response to 614 Paseo de Peralta's application for an exception. The Motion adopted the reasons set forth in the staff report to deny.

BASES FOR APPEAL

The owner requested a height variance on a fence to 5 ft 8 Inches when the HDRB can grant 4 ft 6 inches. The HDRB decision to deny the exception was arbitrary, capricious not based on law or fact and produced unequal protection. The HDRB denial was based on lack of fenestration, height and materials adopting the reasons in the staff's report which stated it was deleterious to the larger downtown/eastside streetscape; to the more immediate streetscape; and that it may potentially impact the character of the house. YouTube 2:39

I General Objection

1. FENCING MATERIAL

1A The decision was based on speculation and violates 14-5.2 C1a and violates HDRB policy of requiring consistent fencing/walls on an individual property; it ignores the existence of coyote fencing in the larger Downtown Eastside historic district as well as within this smaller streetscape. There is no law, and none was cited, that prohibits the construction of the fence because it will impact the "overall character" of the residence/business at 614 Paseo de Peralta.

II REPLY To CITY GROUNDS IN STAFF REPORT USED AS BASIS FOR HDRB DECISION

2A. RESPONSE TO CRITERIA ONE The streetscape has a variety of fences and walls within the streetscape as defined within the HDR ordinance. The staff ignored the existence of coyote fencing that has been on the subject property on Castillo Place for decades and coyote fencing in the streetscape directly across the street between a privately owned property and the Cross of the Martyrs, as well at Girls Inc which is within the streetscape. Moreover, there is several examples of coyote fencing within that square block. Obviously the Downtown/Eastside district allows coyote fencing as an approved fencing type in this district. (See Photos: Streetscape Looking East (7/24 City Docs) p 5/9 Staff Report Street; p15/21 HDRB Application; and Girls Inc and Otero/Castillo Place photos submitted with this Appeal.)

2B The Board and staff did not follow the definition of streetscape under the Historic code which includes both sides of the street and for 300 ft within either direction. Given those parameters, there are 10 and 8 ft masonry walls at street level (Photo p15/21 HDRB Application); a visible coyote fence that divides the Cross of the Martyrs from the adjoining property Streetscape Looking East (7/24 City Docs) ; Girls Inc coyote fencing; coyote fencing on the Castillo Pl side of this property (p2/24 City Docs) and a house wall at the sidewalk (zero lot line) on the adjoining property to 614 paseo de Peralta (Photo p15/21 ibid). The definition of Streetscape (14-12 Definitions) is "The visual character of a street or section of a street as defined by topography; the pattern of structures and open space ; building and wall setbacks; street design; architectural design; and heights, widths and proportions of structures , fixtures and graphics."

2C It does not make exceptions for changes in zoning or in topography. The staff acknowledged the existence of these taller walls and completely omitted consideration of Girls Inc fences which

are clearly in the streetscape. Staff's justification was that Girls Inc "is part of the Hillside streetscape and is part of a different zone district…". It is clearly in two streetscapes since it sits at an intersection. The staff report does not address the house wall at the street or the impact of these high masonry walls on the streetscape or Girls Inc when it stated that the coyote fencing was "deleterious" to this immediate streetscape.(YouTube 3:39)

2D Even if there is an intersection where Girls Inc is located, the 14-5.2-2 indicates "If the streetscape is truncated by an intersecting block or a visual intrusion (such as a curve or turn in the streetscape) before the six hundred (600) feet is measured, the streetscape shall include all buildings , yard walls , or fences up to and including those which front the intersection or intrusion." That definition clearly includes Girls Inc. and all the properties on the north side of the street. The staff stated you could not see Girls Inc from the subject property—that is an untrue statement of fact. See photos Photo Streetscape Looking East (7/24 City Docs) and 14/21 HDRB App). We are attaching additional photos especially of how the exception for the 6 ft coyote fencing at Girls Inc granted by the HBoard is clearly within the streetscape and the fences' overwhelming dominance. See unequal protection below

2E The Board has a precedent of requiring fencing or wall materials to be consistent on the same property. The Board ignored the existence of similar coyote fencing noted on the 2003 survey submitted as Existing and Proposed Site Plan in HDRB Application p16/21 which references an earlier survey as well as photos of the fencing from years prior that the staff produced in City Documents pg 2/34 even though staff stated there were no earlier cases. The existing coyote fencing apparently went unnoticed by the two members who came on the field trip.

2F The HDRB and its staff and the complainant all speculated on the existence of a white picket fence at this home based on its architectural type—not based on historical accuracy (real evidence). In fact, the staff contradicted itself by saying there was no evidence of any fencing on E Marcy and maybe in this area. (YouTube 2:44) Attached Otero/Castillo Place Photos show several examples of coyote fencing in the square block in which the subject property is located.

2G The staff is relying on a very poor quality photo from a 1985 HPIC to determine the fencing on the property. (p4/9 Staff Report) It is not at all clear what type of fencing and how tall it might be etc. Additionally, staff said the porch was open in 1985 but in my professional opinion, it looks like the porch is enclosed on one side by 1985—the HIPC describes it as "recessed in the building volume" before the current owner took possession (1/34 City Docs). Although complainant Mann testified to the existence of a city report on white picket fencing in this area, (YouTube 3:31) the city never produced any such report for this case.

2H The ordinance prohibits conjecture and speculation: 14-5.2C1a Each structure to be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development , such as the addition of conjectural features or architectural elements from other buildings , shall not be undertaken."

2I Coyote fencing is an appropriate fencing within the Downtown Eastside Historic district and is traditionally found on properties with adobe structures. The statement that this type of fencing is "deleterious to the larger streetscape of the DownTown Eastside" (YouTube 2:39) would be laughable if it were not so grossly incompetent or biased. Despite the sloped roof and non-portal type of porch, this structure is adobe and thus, coyote fencing is historically appropriate. See also Otero/Castillo Pl Photos.
According to the owner, the Antons who built the structure purchased a Sears home plan but used their own materials because they could not afford the kit—only the plan. It should be noted that the 1912 King's Map does not show the current structure or the Antons as owners in that area despite complainant Mann's testimony to Anton ownership prior to 1912. The 1957 aerial shows Hilliside all but disappearing at the curve where the property is located as if Hillside became a one land dirt road. (both on p 8 Staff Report) The establishment of Paseo de Peralta in the 1960s was government action that changed the intensity of use and the width of the street to some extent.

3 **REPLY TO CITY RESPONSE TO CRITERION ii**
3A Although owner acknowledges that the goals of the HDRB are partially correct, Ord 14-5.2A states in its first sentence: "In order to promote the economic, cultural, and general welfare of the people of the city and to ensure the harmonious, orderly and efficient growth and development of the city , it is deemed essential by the governing body that the qualities relating to the history of Santa Fe, and a harmonious outward appearance, which preserve property values and attract tourists and residents alike…". It then goes on to focus on buildings and the harmony between historic and newer buildings.

3B Staff's reasons are not based on law or fact. The statement that coyote fencing "threatens the historic status of the building" is conclusory and is unsupported by law or fact. The Guidelines for Walls and Fences says a fence or wall will not be connected to a significant structure (p2). It is clear from the discussion and Plan submitted, that the fence does not touch the primary façade of the contributing structure which is prohibited in 14-5.2D2c concerning additions to contributing structures. It is set back 10 ft from the primary façade on the W side and does not touch the house See 14-5.2D2d. It should also be noted that the height chart in the Wall and Fence Guidelines (14.70.20 SFCC 1987 does not exist.

3C We can see from Photo Streetscape Looking East (7/24 City Docs) that there is a variety of fencing/wall types in the area, and the coyote fencing on the subject property is not at all disruptive given the fencing/walls directly across the street and the variety of fencing within the designated streetscape. Additionally, according to Member Bienvenu, the exception for 6 ft high fencing on top of retaining walls at Girls Inc will "literally tower over the streetscape." (YouTube 3:31) The Girls Inc fencing is the disruption in the streetscape—not this shorter fencing which is of very little length compared to the fencing at Girls Inc. See Equal Treatment/Protection below. See additional photos with this Appeal.

4 REPLY TO CITY RESPONSE CRITIERION iii

4AThe staff completely ignored two other cases (803 Agua Fria and Girls Inc) where, as pointed out by Member Bienvenu the Board granted height exceptions based solely on safety and which Member Bienvenu said set precedent for this case. YouTube 3:21-3:24 He found the subject property to be unique for a variety of reasons as he stated. However, he never addressed why the Board should treat this property differently from Girls Inc which did no redesign or at 803 Agua Fria where he himself redesigned the fence by imposing conditions lowering the height, staggering top of fence and reversing the cross bracing. See Unequal Treatment/Protection Procedural Due Process below

4B The applicant has clearly stated her concerns for her personal safety and her inability to peacefully enjoy her property before the fencing was in place. The owner is the only owner who continues to live and work on the property. The other properties that were in this zone post 1960 and now part of the BCD are all investment properties—none of the owners occupy these buildings let alone run a business from the location. As stated in Applicant response iii, the owner is and has been a full-time resident at the address since 1988 and in order to continue to reside there safely needs to raise the fence to its current built height. There have been several 911 calls and a break in at the residence which is located in close proximity to two parks-the Cross of the Martyrs and the Tommy Macione Park, the latter park's proximity used as a justification by Girls Inc for needing the safety of higher fences. The entrance to the Cross of the Martyrs is directly across from the subject property. See Affidavit of Miriam Leth-Espensen Attached

4C The Board usually favors those using the rationale of aging in place as part of the exception criteria, but here where someone is literally wanting to maintain her current residence and business safely on a property that she has owned and occupied for over 37 years suddenly aging in place is not a value regarded by the Board.

4D The staff does not take into account that the owner's property is a shortcut from a parking lot on Otero with a walkway into Castillo Place. Her property is directly across from the stairs at the Cross of the Martyrs. This parking area and walkway were established to accommodate the 21 rooms on the Inn of the Paseo a couple of lots down from the subject property in the late 1990s/early 21st century.

4E The owner bought a gun after the breakin and went to be trained at a gun range. The instructor advised her to get rid of the gun because she was never going to fire it at someone. (Apparently she had excellent aim when the gun had no ammo but when it was actually loaded, she shot wild) Motion detectors do not prevent trespass—they only make you get up to see what activated them. Alarms means someone is already in your home. Neither really assure peaceful enjoyment of the property or personal safety and security. The owner has not made a 911 call since the fencing went up in August 2023.

5 REPLY TO CITY RESPONSE CRITERION iv

5A It is untrue that this lot is not unique. It is at the most severe part of the curve in that streetscape. It factually untrue that it has the same setbacks as the other three structures to the

east. It only has a 5.5 ft setback from the bedroom. At 618 Paseo de Peralta next door, the setback is closer to 8 ft and there is a deep porch that runs the length of the building on the street side. The next building east is approximately 10 ft back and also has a porch that runs the length of the building on that side.

5B The structure to the west is of a different historic style and seemingly was on the 1912 Kings Map (p 8/9 Staff report) and is now directly next to the sidewalk. It is impossible to know the setback of this structure before Paseo de Peralta was completely formed and before a sidewalk was put in on the south side of the street. See also 4D re location across from the entry to the Cross of the Martyrs. See YouTube 3:20-3:22 where Bienvenu lays out some of the unique characteristics of the property.

5C Whether other owners of these properties could decide to live-work in these structures is irrelevant to the issues on this property at this time. "Each structure to be recognized as a physical record of its time, place, and use. See 14-5.21a. Again staff is speculating on future possible uses by possible owners of other properties.

5D The maps used as exhibits by the city are unhelpful. The 1912 King's Map does not show the current structure or the Antons as owners in that area. The 1957 aerial shows Hilliside all but disappearing at the curve where subject property is located as if it became a one-lane dirt road.(p 8/9 City Report)

6 REPLY TO CITY RESPONSE CRITERION v

6AThe staff ignores the fact that the owner was advised by Fabian Nava, an alleged licensed contractor that she did not need a permit if the fence was under 6 ft. It is a false and defamatory accusation that the owner brought it upon herself by ignoring the permit requirements. See Owner email to city staff p 20/21 HDRB Application. Despite Ms Lamboy's attempt to defame the owner, the owner in August 2023 met with the Ramon Saracon, who shortly after ended his employment with the city, The city issued a red tag in January 2024 and then a citation in February 2024. The owner met with Paul Duran on 1 March 2024 with the materials for an application. Despite Lamboy's characterization of Paul "just scanning documents", the email thread shows the owner applied for an exception to the HDRB with the help of Paul Duran on 1 March 2024. See p 29/34 City Docs). No one advised her upon receipt of the application that it was incomplete because it lacked the Preliminary Zoning Review (PZR). Ms Lamboy simply says she contacted the attorney who came to an August 2023 meeting with Ramon Saracon and other LUD staff (p20/34 City Docs). She knew or should have known that this attorney no longer represented the owner. There is no correspondence from Saracon or any report on picket fencing in the record. P Duran told the owner that she would be contacted when a new planner was assigned. See Unequal Treatment and Bias/Prejudice below. See Robert Kohn Affidavit.

6B The streetscape includes a house wall of over 10 feet in height on the property next door as well as retaining walls that are 8-10 ft high at the intersection of Otero and Paseo de Peralta so there clearly are walls that far exceed the height of this fence in the streetscape. (Photos p 11/21 HDRB Application and p 6/34 City Docs)

6C The part of the response "All residents may consider responsible and code compliant safety measures to secure their homes and businesses. The applicant should be held to the same

standard as all other structures in the streetscape," shows the staff ignored the exception given to Girls Inc for six-foot coyote fencing on retaining walls thus visually presents a 8-9 ft wall/fence and that was not denied for the reasons staff gave in this Response. See above re: HDRB granting exceptions to height on fencing to both Girls Inc and 803 Agua Fria based solely on safety. YouTube 3:20-3:24 See Unequal Treatment/Protection below

7 REPLY TO CITY RESPONSE TO CRITERION vi

7A The staff again denigrates the intention of the owner by stating that somehow she and her contractor "want to set the rules for permitting". The owner relied on the misrepresentation of the contractor. She has been trying to make it right ever since but is being pushed (Application Packet p 20/21 HDRB Application) to undertake to remove fencing and replace it with inconsistent fencing based on the staff's, the adjoining owner's or Board members' architectural preferences-not on historical documentation-- that will not give her the level of safety she needs and that has been afforded girls attending Girls Inc. for a few hours during the week. The statement that the fence produces a negative impact on the streetscape is conclusory and subjective. As stated above, it is the newly built fences at Girls Inc that are overwhelming dominant and intrusive on the streetscape See Photos attached and Member Bienvenu's remark that these fences recently approved by the Board solely based on safety were going "to tower over the streetscape." YouTube 3:20-3:21 See above.

III BASIS FOR APPEAL UNEQUAL TREATMENT/PROTECTION

IIIA The HDRB granted exceptions to height for both Girls Inc and 803 Agua Fria based solely on safety. In the latter case, the HBoard allowed the owners to keep the coyote fencing next to the significant structure even though rock walls were typical in this area and a detail of the house's columns. In both of these cases, owners justified the need because "someone looked in our bedroom windows" (803 Agua Fria) or fear of potential threats of pedophilia or other crimes from those in Tommy Maccione Park or possible domestic violence. The owner of the subject property had trespass and vandalism routinely on the property and has had to call 911 on a periodic basis. She has two nearby parks: The Cross of the Martyrs and Tommy Maccione Park near her home. Member Bienvenu stated that "personal aesthetic choices had to give way to safety". He also stated that he felt the Board had set a precedent with Girls Inc and 803 Agua Fria by granting height exceptions solely for safety reasons. He also remarked he did "not think there was a good design solution" [at 614 Paseo de Peralta] [given safety considerations] and insisted in his motion that the owner should reconsider the use of the materials [coyote fencing] and height while requiring no redesign for Girls Inc six-foot coyote fencing. (YouTube 3:20-3:24) After Raymond Mann's public testimony that was based on his personal preferences, hearsay, speculation unsupported by fact or law or irrelevant (I personally do not think coyote fencing should face the street"; "My son and I lived at 618 Paseo for ten years [in the 1990s]"), (YouTube3:30-34) Bienvenu changed his mind and decided it was not appropriate to design the fence "on the fly". He gave no reason for ignoring what he described as the unique conditions of this property and the need for safety when he made the motion to deny the exception. Member Bienvenu redesigned the coyote fencing design on the significant structure at 803 Agua Fria by conditioning approval to height, fenestration and bracing of the fence.

IIIB When the staff says the owner did not propose an alternative design that was true in discussions with the staff who apparently kept pushing for total removal of the fence and its replacement with white picket fences—resulting in two inconsistent style fences on the same property. Again this objection seems based on the staff's opinion that white picket fencing is more appropriate without any facts based on historical documentation to support that opinion. See above re prohibition on speculation and policy of consistent fences on same property. Even Member Bienvenu wanted the owner to consider a white picket fence because it "was architecturally appropriate even if not historic" YouTube 3:20 See 14-5.2 C1a

C This staff reason for denial also ignores the fact that at the HDRB meeting on 10 Dec 2024, the owner offered to reduce the height between 2 and 4 inches for the length of the fence on Paseo de Peralta. It is burdensome to ask her to remove it. It has proven effective in stopping trespassers and consequent 911 calls. Girls Inc was not required to redesign the fence and 803 Agua Fria was not required to replace the coyote fencing with fencing that was typical in the area of Agua Fria and Irvine.

IV BIAS The staff went to great lengths to have the HDRB know that the owner was a "scofflaw" even though this term and designation is irrelevant to the granting of an exception under the HDRB ordinance. Such negative terminology, if considered by the Board, is outside the law and fact (HDRB Application p 20/21) and could be prejudicial to the Board reviewing the owner's request objectively and neutrally if the Board reviewed the emails in City Docs.

1A Heather Lamboy says "I think we need to provide some background on the red-tag process and how Ms. Leth-Espensen has been a scofflaw. That is an important point to share with the HDRB."(Email 2 Dec 2024 20/34 City Docs) The use of the term "scofflaw" is irrelevant to whether the property should have been granted the exception and the board's consideration of this characterization, therefore, would be improper.

City staff has fifteen pages of emails in City Docs, but no emails from Ramon Saracon or any other staff member to the owner concerning the application—certainly no reports on the existence of white picket fences in the area that the owner ignored as complainant Mann testified to (YouTube3:31)—although apparently Saracon, like Mann, was influenced by what might be architecturally appropriate for Mann's structure rather than what was historically accurate to the subject property.

1 B The use of a photo of the fence as the first page of the packet that went to the HDRB with the sign DO NOT RETAIN BIEDSCHIED on the fence was prejudicial since Jennifer Biedshied was a board member and the owner was asking that Ms Biedschied recuse herself.

2 Failure of Jennifer Biedshied to Remove Herself

2AThe agent asked the LUD to approach Ms Biedshied and explain the owner's concerns about bias/conflict of interest since her husband had represented a client against the owner 21 years ago; the current complainant had a copy of that 21-year-old letter to someone else; and that her husband as judge found against the owner and for the complainant when the complainant Mann went to court to prevent the acupuncture business he was renting to from improperly operating

during COVID. Biedschied unlawfully suppressed the owner's right to free speech by putting unnecessary prior restraints on it, and it was reversed by another judge.

2B Ms Biedshied testily stated that she "was a bit insulted" that someone should question her ability to be neutral and went on about how she felt insulted for "all working women who were married" even though the city's ethics ordinance considers actions and activities of spouses and other relatives as disqualifying. Biedschied did not acknowledge the effect of the Do Not Retain Biedschied sign on her ability to be neutral which was up in 2022 and 2024 on a route that would be used by her. Biedschied actually reported that her husband does not take any cases relating to the HDRB (YouTube 2;46-47), but she did not apply that standard to this case in which she is ruling on a case involving a woman who her husband has twice acted against as a lawyer and judge. Ms Rios also chimed in about Biedshied's integrity. (YouTube 2:47-2:48). It was improper and prejudicial for the chair to comment on this recusal.

V **PROCEDURAL DUE PROCESS ISSUES**

1A Failure of Bienvenu to explain why he discounted his own findings concerning the unique conditions of this property and the fact that safety was the same concern as two other properties that had been granted fence height exceptions based solely on these concerns

1B Atlixco Coalition v Maggiore 125 NM 786 (1997) ¶24: "An agency's action is arbitrary and capricious if it provides no rational connection between the facts found and the choices made, or entirely omits consideration of relevant factors or important aspects of the problem at hand. Colonias Dev Council v Rhino Envirl Svr 2003 NMSC 005 ¶41 Without a reasoned explanation. . ., it appears that the Secretary ignored an entire line of evidence in reaching his decision on the final order...Allowing the Secretary to ignore material issues raised by the parties in this manner would render their right to be heard illusory."

2NEED FOR RECORD

2AThe 35-day rule for the adoption of a final decision without a written order that contains relevant findings and evidence in the record (14-3.17C4b) is arbitrary, capricious and violates statutory and constitutional requirements for these types of appeal including Ord 14-3.17D7; Ord 14-3.17I; Rule 1-074; Rule 1-075 NMRA and §39-3-1.1 NMSA) The city's own appeal ordinance requires an appeal to follow the procedures under Rules 1-074, 1-075 NMRA and §39-3-1.1 NMSA. 14-3.17D7 states: "District Court Appeals An appeal of a final action of the governing body or a land use board, or of an action of the city manager, the city attorney or the land use director that is only subject to appeal to district court, shall be to the first judicial district court pursuant to Section 39-3.1.1 NMSA 1978, Rule 1-074, NMRA or Rule 1-075, NMRA, as amended, or other relevant statute or court rule." Vandervossen v. City of Espanola, 2001-NMCA-016 ¶¶37, 38: "The Legislature has recognized that administrative agencies must provide written factual and legal bases for their decisions. See, e.g., § 39-3-1.1(B)(2); NMSA 1978, § 74-9-27(B)(1) (1990); § 74-9-29(B)(1)." See also Paule v. Santa Fe County, 2005-NMSC-021,¶12

3 BOARD MEMBERS AND THE PUBLIC BASED THEIR STATEMENTS AND OPINIONS ON FACTS NOT IN THE RECORD.

3A West Old Town Neighborhood Ass'n v. City of Albuquerque, 1996-NMCA-107 ¶11 "…In New Mexico, zoning decisions involving the application of a general rule to a specific property are not legislative acts; rather they are deemed to be quasi-judicial in nature. Paule v. Santa Fe Cnty. Board of Cnty. Comm'rs, 2005-NMSC-021 ¶30: "When we review an administrative decision for arbitrary and capricious conduct, we review 'the whole record to ascertain whether there has been unreasoned action without proper consideration or disregard of the facts and circumstances.' Lopez v Wal-Mart Stores 1989-NMCA-013 ¶6 "…Thus, if the facts essential to the trial court's judgment are not established by substantial evidence in the record, we will necessarily find an abuse of discretion. See Vandervossen ibid.

3B Ms Biedshied wanted to introduce information on the structure on Otero and Paseo de Peralta in terms of the use of that structure based on her belief not facts. She stated there were low walls with wrought iron fenestration on top. (YouTube 3:29-3:30). No photo shows such a wall at Otero. There is one wall with rock and wrought iron fencing with the wrought iron incorporated into and no higher than the rock wall itself at the intersection of Otero and Paseo. (6/34 City Docs) Biedschied was trying to contrast the low walls there with the owner's request at 614 Paseo de Peralta.

3C Ms Denman said she opposed the fence because "she didn't think it would work anyway and it was too tall." (YouTube3:20-3:21) Ms Denman never even asked the owner if there was any change with the installation of the fence. Ms Denman would have found out that there were no 911 calls since the fence was in place. See Miriam Leth-Espensen Affidavit Attached

3D Mr Mann had all kinds of personal preferences that he thought the HBoard should rely on, and he also stated that the fence prevented someone from seeing his building. (Photos p11-13/21 HDRB Application show these statements to be incorrect) He also concluded that the fence would affect the historic status of 614 Paseo de Peralta—see Reply to City Response ii above. It should be noted that the photos on p8-9/34 City Docs were taken by Mann when the fence was being constructed and seemingly he had more access to staff, especially Ramon Saracon, then the owner did. Given the unexplained Brian Biedschied connection with Mann, it would seem my client is spot-on re bias/prejudice by the Board and staff and conflict of interest by Jennifer Biedschied.

REQUEST

We request the Governing Body to consider a third alternative: To approve the fence as submitted to the HDRB with the changes for a slight lowering and staggering offered by the owner at the 10 Dec 2024 as a final decision with no return to the HDRB or the Board of Adjustment.

Respectfully submitted

Stefanie Beninato

Stefanie Beninato, agent

APPEAL TO GB from HDRB 24-009478 614 Paseo de Peralta 11/11

PO Box 1601 Santa Fe NM 87504
505 988 8022
info@nmmediate.com
Attached are Affidavits from Miriam Leth-Espensen and her son, Rob Kohn and recent photos of the coyote fence at Girls Inc in the streetscape of 614 Paseo de Peralta

Appellant will submit the following electronically for the appeal packet—all of which should already be in the record.

HDRB Application for HDRB 24-009478 614 Paseo de Peralta

Wall and Fence Guidelines

City Documents for HDRB 24-009478 614 Paseo de Peralta

Staff Report for HDRB 24-009478 614 Paseo de Peralta

AFFIDAVIT OF MIRIAM LETH ESPENSEN

FOR GOVERNING BODY APPEAL ON HDRB Case # 24-009478

I, Miriam Leth-Espensen, do hereby affirm under penalty of perjury

That I live and work at 614 Paseo de Peralta and have since 1988;

That my property is a shortcut from Otero Street to the Cross of the Martyrs

That the number of incidents of trespass have increased over the years

That I have called 911 for the past several years once or twice a year because of nighttime trespasses that make me feel unsafe because I hear the people right by my bedroom window;

That I do not report vandalism, the latest of which was around 10 December 2024 and it occurred outside the fenced area.

That there was a break in while I was present a few years ago and I was in fear of my life.

That there have been no nighttime trespass in the past year since the coyote fencing that is the subject of this appeal was constructed.

The above is true and correct to the best of my knowledge, belief and understanding.

Miriam Leth-Espensen

Miriam Leth-Espensen

Signed and sworn before me by Miriam Leth-Espensen on January 23, 2025.

SYLVIA MARISCAL

State of New Mexico
Notary Public
Sylvia Mariscal
Commission Number 1097458
Expiration Date 04/18/2027

Double Sided

AFFIDAVIT OF ROBERT E. KOHN

FOR GOVERNING BODY APPEAL ON HDRB Case # 24-009478

I, Robert E. Kohn, do hereby affirm under penalty of perjury under the laws of New Mexico that:

1. I am over the age of 18 years, and I have personal knowledge of the facts contained in this affidavit.

2. On May 15, 2024, I attended a proceeding in the Municipal Court in Santa Fe, New Mexico, where Ms. Miriam Leth-Espensen had been charged with building a structure without a permit at 614 Paseo de Peralta in Santa Fe.

3. Shortly after the court proceeding, Ms. Leth-Espensen and I met on May 15, 2024 with Mr. Gary S. Moquino at the Santa Fe City Hall. Mr. Moquino gave me a business card, stating that he was a Planner Manager with the Historic Preservation Division of the Planning & Land Use Dept.

4. During our meeting on May 15, 2024, Mr. Moquino stated to me and Ms. Leth-Espensen that a Planner had been assigned to help her with her earlier request for approval of the coyote-style fence at 614 Paseo de Peralta, but that this person had left the Department, and that a new Planner would be assigned soon to help with this request.

5. During the same meeting, Mr. Moquino also stated to me and Ms. Leth-Espensen that coyote fencing is "not historic" and therefore that a permit could not be issued for a coyote fence at 614 Paseo de Peralta. He also stated that he was aware of the pending court case, and that the matter could be resolved immediately – "today" – if Ms. Leth-Espensen were to request permission to replace the coyote fence with a picket fence.

Robert E. Kohn

Robert E. Kohn

CALIFORNIA JURAT WITH AFFIANT STATEMENT GOVERNMENT CODE § 8202

☐ See Attached Document (Notary to cross out lines 1–6 below)
☐ See Statement Below (Lines 1–6 to be completed only by document signer[s], not Notary)

1 _____
2 _____
3 _____
4 _____
5 _____
6 _____

Signature of Document Signer No. 1 *Signature of Document Signer No. 2 (if any)*

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California
County of Los Angeles

SPOZHMI ZARIFI
Notary Public - California
Los Angeles County
Commission # 2402327
My Comm. Expires May 17, 2026

Place Notary Seal and/or Stamp Above

Subscribed and sworn to (or affirmed) before me
on this 27 day of Jan, 2025
Date *Month* *Year*
by
(1) Robert E. Kohn
(and (2) _____),
Name(s) of Signer(s)
proved to me on the basis of satisfactory evidence to be the person(s) who appeared before me.

Signature _____
Signature of Notary Public

OPTIONAL

Completing this information can deter alteration of the document or fraudulent reattachment of this form to an unintended document.

Description of Attached Document

Title or Type of Document: Affidavit of Robert E. Kohn
Document Date: 1-27-2025 Number of Pages: 1
Signer(s) Other Than Named Above: N/A

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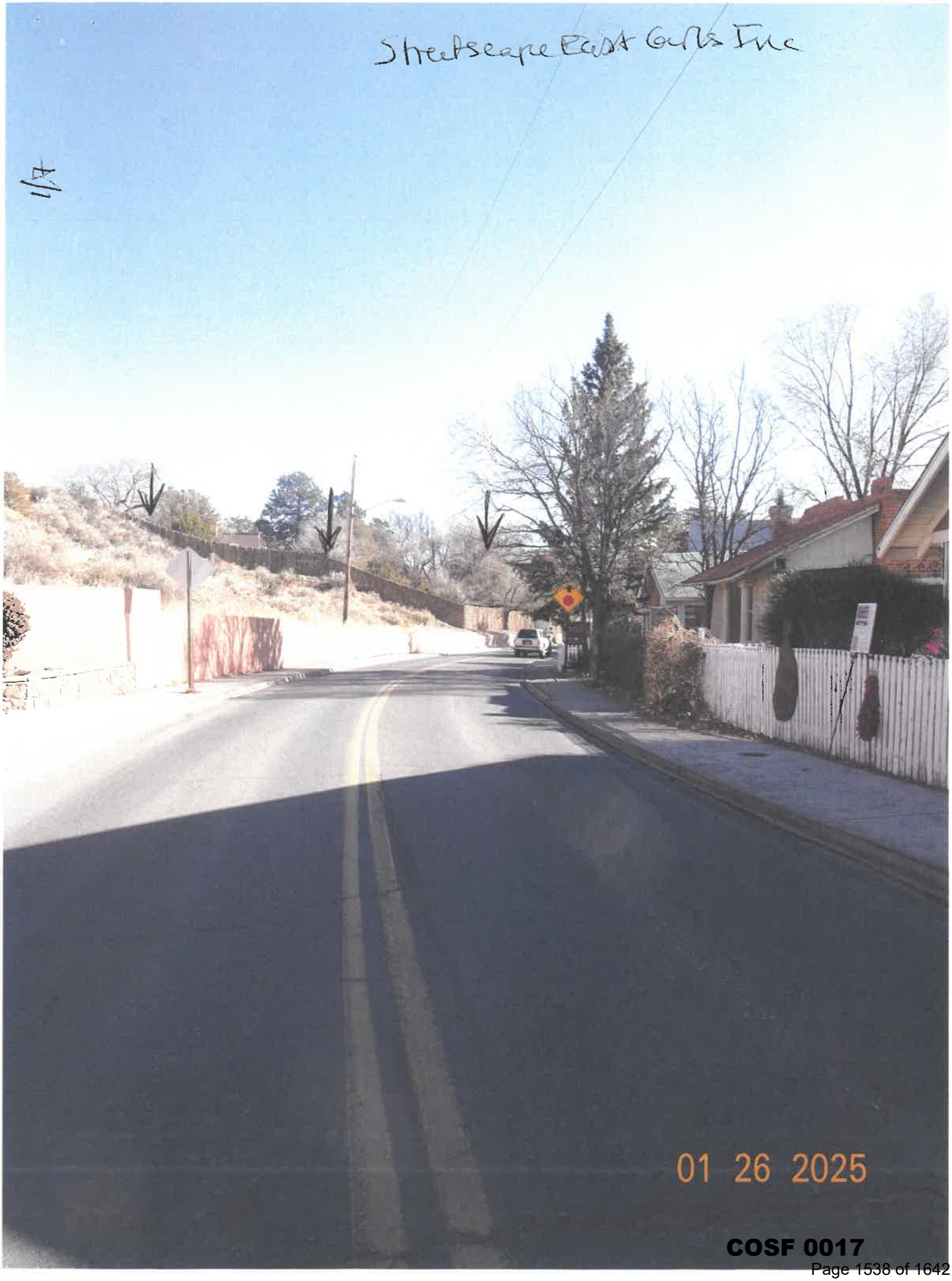
M1304-08 (09/19)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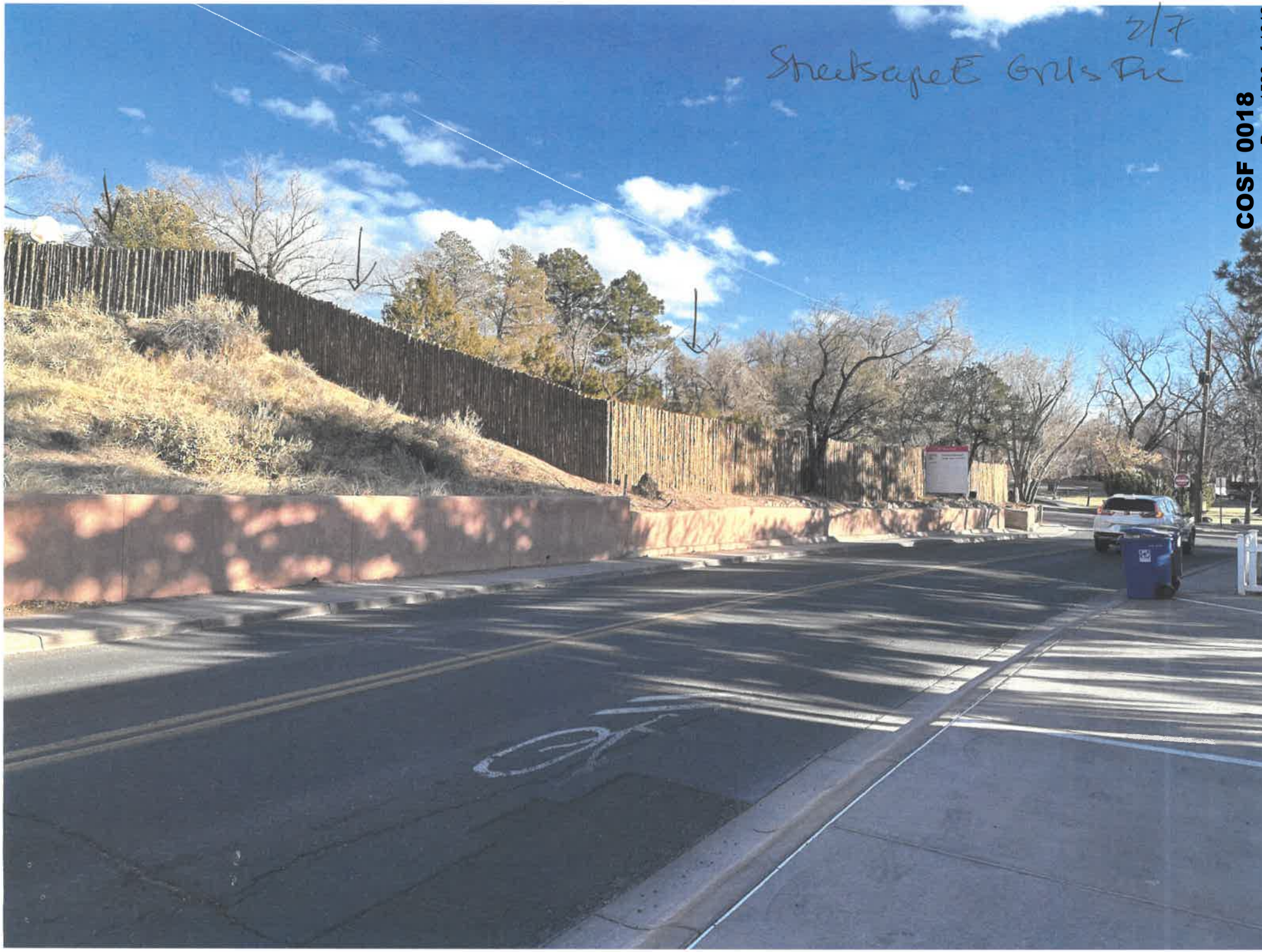
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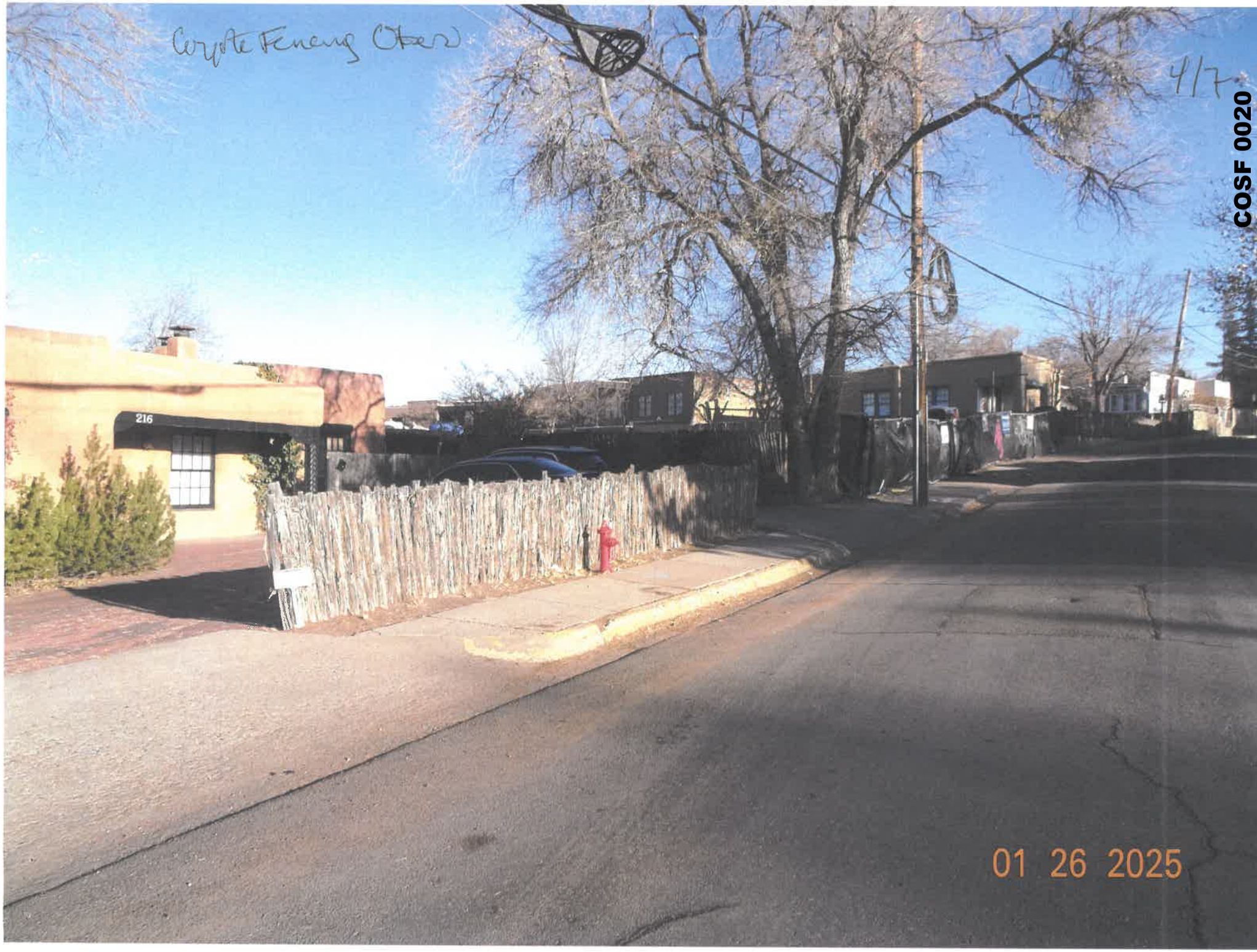
Streetscape E Grids Inc

Streetscape Facing Girls Fire 3/7




Coyote Fencing Ocean
4/7
216
01 26 2025


Coyote Fencing Otero + Castillo Pl
5/7
01 26 2025

01 26 2025

Coyote Fencing Castillo Pl

7/7



City of Santa Fe, NM
Planning Department
200 Lincoln
Sante Fe, NM 87507-4808
(505)955-4333
Welcome

01/28/2025 10:19AM Elisa P.
002264-0003

EG INVOICE
BENINATO, STEFANIE (MEDITATIONS UNLIMITED)
2025-009812--APPL
2025 Item: INV-00092843
Appeal Fee - Plan - All Appeals 200.00

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Total	
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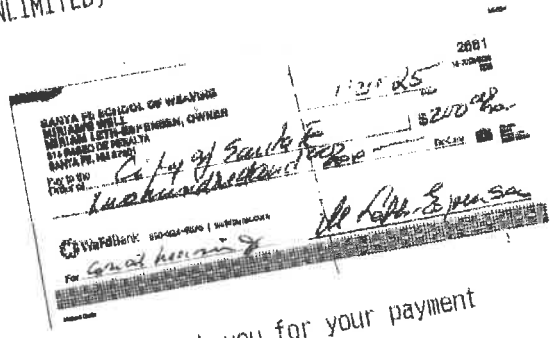
Change due	

Paid by: BENINATO, STEFANIE (MEDITATIONS UNLIMITED)



Thank you for your payment

CUSTOMER COPY
DUPLICATE RECEIPT

EXHIBIT B

City of Santa Fe
Historic Districts Review Board
Findings of Fact and Conclusions of Law

Case # 2024-9478-HDRB
Address – 614 Paseo de Peralta
Agent's Name – Stefanie Beninato, Attorney at Law
Owner/Applicant's Name – Miriam Leth-Espensen

THIS MATTER came before the Historic Districts Review Board ("Board") for hearing on December 10, 2024.

BACKGROUND

The single-family residence at 614 Paseo de Peralta has a contributing historic status in the Downtown and Eastside Historic District. The Applicant, who owns and lives on the property, has built an unpermitted 5'8" coyote fence, abutting the sidewalk and extending across the entire north street frontage for this property. The streetscape along Paseo de Peralta was built after the Anglo-American arrival and the houses in this area reflect the Anglo-American style of architecture, including low front-yard fences. There is a consistent grade change between the properties on the south side of the street and those on the north side. Retaining walls characterize the streetscape on the north side, where there is a pronounced slope, with some retaining walls substantially set back from the street.

The property has had several fences along the street frontage in the years since 1985. A photograph from the 1985 HCPI shows that this house, like others in the streetscape, had low, transparent fencing at the property line. Historically the house was unobstructed and apparent from the street as were other historic buildings in the streetscape. Photos show a blue board fence present from 2007 through 2014, and a wood-framed wire fence from 2015 to 2023. The coyote fence which is the subject of this application was built in 2023. There is no record of approval from Historic Preservation and no permits on record for changes to the fencing over time. A City inspector issued a Stop Work Order in August, 2023, for construction of the coyote fence without approval from HDRB or the Historic Preservation staff or a construction permit. The City of Santa Fe sent the Leth-Espensen Trust (the owner of record) a Notice of Violation in January, 2024, and the matter is pending in Municipal Court. See Case # CE-2024-5.

The Staff has determined that the Applicant's 5'8"-high coyote fence is inconsistent with this streetscape with regard to height and material. Santa Fe City Code ("SFCC") Section 14-5.2 (D)(9)(c)(ii)(C) reads, "Yard walls and fences shall be limited to a height that does not exceed the average of the height of other yard walls and fences in the streetscape." The Staff's streetscape calculation allows for a 4'6"-high fence. The Staff's opinion is that the 5'8"-high coyote fence disrupts the structure's relationship with the streetscape and, if permitted to remain, threatens the building's historic status. SFCC Section 14-5.2(D)(1)(a) reads, "The status of a significant, contributing, or landmark structure shall be retained and preserved. If a proposed alteration will cause a structure to lose its significant, contributing, or landmark status, the application shall be denied."

The Applicant now requests approval of the coyote fence by proposing the following exterior alterations:

> Construct a 5'8"-high coyote fence with two wood-plank pedestrian gates (one on the street frontage and one on the side property line) where the maximum allowable height is 4'6". An exception to SFCC Section 14-5.2(D)(9) to exceed the maximum allowable height is requested.

This property also is located within the Business Capital District East Marcy / East Palace Subdistrict (BCDEAS). In this subdistrict, fences are further limited to a maximum height of 4'0", per SFCC Section 14-7.4(A)-1, Table of Dimensional Requirements for Townscape Districts. While the applicant is requesting an exception from the HDRB to the streetscape height standard of 4'6", SFCC Section 14-5.2(C)(5)(a) reads:

> "If the applicant requests approval of a height in the historic district that exceeds the underlying zoning district requirement, the applicant shall first receive an exception to this Section 14-5.2. If approved by the historic district board, the applicant shall proceed to the board of adjustment for consideration of the proposed variance."

Therefore, if the HDRB approved the exception, the Applicant would proceed to the Board of Adjustment for a variance to the standards of the underlying zoning.

At the outset of this hearing, Stefanie Beninato, the Agent for the Applicant, asked Board member Jennifer Biedscheid to disqualify herself, claiming Ms. Biedscheid had a conflict of interest in this case. Ms. Biedscheid declined to disqualify herself, denying that she had a conflict of interest and noting that she had consulted the City Attorney's Office about Ms. Beninato's request.

FINDINGS OF FACT

After conducting a public hearing and having heard from the Applicant and all interested persons, the Board hereby FINDS, as follows:

1. Land Use Department Staff conducted a preliminary zoning review ("PZR") and determined that the application appears to meet the underlying zoning standards set forth in the Santa Fe City Code.
2. Historic Preservation Staff reviewed the application and related materials and information submitted by the Applicant for conformity with applicable SFCC requirements and provided the Board with a written report of its findings ("Staff Report"), which evaluates the factors relevant to the application.
3. Historic Preservation Division Staff Recommendation: Staff found that the exception criteria of SFCC Section 14-5.2(C)(5)(c) had not been met and did not recommend approval of the application, as it did not comply with SFCC Sections 14-5.2(D), General Design Standards for all Historic Districts, and 14-5.2(E), Downtown and Eastside Design Standards.

4. The project is subject to SFCC Section 14-5.2(C), Regulation of Significant and Contributing Structures.
5. The project is subject to the requirements and general design standards set forth in SFCC Section 14-5.2(D), General Design Standards.
6. The property is located in the Downtown and Eastside Historic District and is subject to the district design standards set forth in SFCC Section 14-5.2(E).
7. The property is located in the Business Capital District, East Marcy / East Palace Subdistrict (BCDEAS), and is subject to the district and subdistrict design standards set forth in SFCC Section 14-7.4(A) and (B)(3)(e).
8. Under SFCC Sections 14-2.6(B-C), 14-5.2(A)(1), 14-5.2(C)(2)(a-d & f), 14-5.2(C)(3)(a-b), 14-5.2(C)(4), and 14-5.2(D), the Board has authority to review, approve, with or without conditions, or deny, all or some of the Applicant's proposed design to assure overall compliance with applicable design standards.
9. Under SFCC Section 14-5.2(D)(9)(c)(ii)(C), yard walls and fences are limited to a height that does not exceed the average of the height of other yard walls and fences in the streetscape.
10. The Applicant seeks approval for a 5'8"-high coyote fence on the street frontage and on a side property line where the maximum allowable height is 4'6". Staff determined that an exception to SFCC Section 14-5.2(D)(9)(c)(ii)(C) would be required for approval of the application, and the Applicant requested an exception.
11. To obtain an exception, the Applicant was required to conclusively demonstrate that the six exception criteria set forth in SFCC Section 14-5.2(C)(5)(c) have been met.
12. Based on the information set forth in the Staff Report and exhibits, and the evidence and testimony presented at the hearing, the Board agrees with Staff's finding that the Applicant has not conclusively demonstrated that all exception criteria have been met:
    a. Pursuant to SFCC Section 14-5.2(C)(5)(c)(i), the Board finds that granting the exception would damage the character of the streetscape because the height of the fence is inharmonious with the streetscape, and disregards the standards for the BCDEAS district. The heights of the walls and fences along this streetscape of Paseo de Peralta range in height from 24" (2 feet) and 108" (9 feet), with the highest walls being rock or stuccoed-masonry retaining walls on the north side of the street where there is a substantial grade change. The south side of the street, where the house walls do not abut the sidewalk, is lined almost entirely with lower yard walls and fences with stepped heights or wrought iron, picket and wire fences, creating an open fenestration of the wall or fence;
    b. Pursuant to SFCC Section 14-5.2(C)(5)(c)(ii), the Board finds that the exception is not required to prevent a hardship to the Applicant or an injury to the public welfare, because there has been no persuasive showing that the security of the property cannot be upheld by features less harmful to the character of the district, such as a lower fence or yard wall, a fence or wall with more fenestration, or other security measures;
    c. Pursuant to SFCC Section 14-5.2(C)(5)(c)(iii), the Board finds that granting the exception would not strengthen the unique heterogeneous character of the City by providing a full range of design options to ensure that residents can continue to reside within the historic districts, because the Applicant has not

shown a need for safety at her property greater than at any other heavily traveled location, and other design options are available to enhance the occupants' safety there;

d. Pursuant to SFCC Section 14-5.2(C)(5)(c)(iv), the Board finds that there are not special conditions or circumstances that are peculiar to the land or structure involved that are not applicable to other lands or structures in the related streetscape: All the properties on the south side of Paseo de Peralta abut the sidewalk or have a minimal setback, similar to the subject property, and are in a heavily traveled area. The setback, traffic and pedestrian travel are not peculiar to this lot. Some of the properties are commercial and others are residential, but the use of the property can change and is not inherent in the land or the structure;

e. Pursuant to SFCC Section 14-5.2(C)(5)(c)(v), the Board finds there are no special conditions or circumstances affecting this property that fulfill this exception criterion. The Applicant should be held to the same standard as the occupants of other structures in the streetscape, which must follow the height and design restrictions in the ordinances;

f. Pursuant to SFCC Section 14-5.2(C)(5)(c)(vi), the Board finds that granting the exception would not provide the least negative impact with respect to the purposes set forth in SFCC Section 14-5.2(A)(1), because the proposed coyote fence at that height is a threat to the historic status of the historically contributing structure. It obstructs the view of the house, which is uncharacteristic for that streetscape. The standards for the Business Capitol District, East Marcy / East Palace Subdistrict, express a preference for "low walls that are compatible with the characteristic open yards." See SFCC Section 14-7.4(B)(3)(e)(iii).

13. The Board finds that the Applicant has failed to conclusively demonstrate that all of the exception criteria have been met.
14. The information contained in the Staff Report and exhibits, and the testimony and evidence submitted at the hearing, establishes that all applicable requirements for Board review as herein described have been met.
15. The information contained in the Staff Report and exhibits, and the testimony and evidence submitted at the hearing, establishes that all applicable design criteria have not been met.

CONCLUSIONS OF LAW

Under the circumstances and given the evidence and testimony submitted during the hearing, the Board acted upon the application as follows:

1. The Board has the authority to review and approve the application.
2. The Board denies Item # 1 as set forth in the application.
3. The Board denies the exception requested in the application.
4. These denials are without prejudice, and the Board may reconsider the project if the Applicant submits another application with a redrawn design for the fence.

IT IS SO ORDERED ON THIS 11th DAY of FEBRUARY, 2025, BY THE HISTORIC DISTRICTS REVIEW BOARD OF THE CITY OF SANTA FE.

Cecilia Rios, Chair — Date: 2-11-25

FILED:

ANDREA SALAZAR (Apr 8, 2025 12:28 MDT)

Andréa Salazar — Date

City Clerk

XIV

APPROVED AS TO FORM:

Frank Ruybalid — Date: 2-11-25

Assistant City Attorney

EXHIBIT C

SUMMARY INDEX
HISTORIC DISTRICTS REVIEW BOARD
December 10, 2024

ITEM	ACTION TAKEN	PAGE(S)
Call to Order	5:33 pm	3
Roll Call	Quorum Present	3
Approval of Agenda	Approved as amended	4
Approval of Minutes		
May 14, 2024	Approved	4
October 22, 2024	Approved	
April 29, 2024	Approved	
Approval of Findings & Conclusions	Approved or Approved as amended	4
Matters from the Public	Comments	5
Staff Communications	Comments	5-7
Old Business	None	7
New Business		
2024-009377-HDRB 449 Camino Monte Vista	Approved with Conditions	7-12
2024-009399-HDRB 465 Camino Manzano	Partially Denied Partially Approved	12-21
2024-009398-HDRB 346 Hillside Ave	Partially Denied Partially Approved with Conditions	21-29
2024-009478-HDRB 614 Paseo de Peralta.	Denied	29-40
2024-009323-HDRB 312 Pino Road	Postponed	40-41

2024-009479-HDRB 710 Canyon Rd.	Approved	41-46
Discussion Items	None	47
Matters from the Board	None	47
Next Meeting	Tuesday, January 14, 2025	26
Adjournment	9:58 pm	26-27

fence currently stands 86” in height and is planned to be cut down and it also notes the maximum allowable height is 59”. Regardless I would say that the fence should be no higher than the maximum allowed height that's calculated for the streetscape. I appreciate the offer of a compromise with respect to the metal structure that's already there but it I think it would be a simple matter to retain that structure and just reweld the top railing to a lower height so that it would be minimal in cost this would permit the gate to remain because it's completely fenestrated and already in existence and that all other aspects of the application be approved

Chair Rios then asked Member Bienvenue, in reference to the making of the motion, if he’d want to indicate the maximum allowable height.

Member Bienvenue stated he thought it was 59” but if that is not accurate, the height should be the calculated maximum allowable height.

Member Mather seconded the motion.

VOTE: The motion passed by (4-0) roll call vote with Members Mather, Degnan, Biedscheid and Bienvenu voting in favor and none voting against.

To view the entire recording of this hearing, ***see*** the YouTube video at:
https://www.youtube.com/watch?v=Vk1h9FgJWNQ (1:58:44 – 2:36:44)

4. **2024-009478-HDRB, 614 Paseo de Peralta,** Downtown & Eastside Historic District, Contributing, Stefanie Beninato, agent for Miriam Leth Espensen, owner, proposes to construct a 5’-8” high coyote fence with pedestrian gates where the maximum allowable height is 4’-6”. Exceptions are requested to 14-5.2(D)(9) to exceed the maximum allowable height. (Lani McCulley)

BACKGROUND & SUMMARY

The single-family residence at 614 Paseo de Peralta is listed as contributing to the Downtown and Eastside Historic District. The residence is a moderately pitched gabled roof, deep set windows, and a large bay of windows on the north where a porch has been enclosed. It is obvious that the northern portal was enclosed sometime after 1985 because the photo of the 1985 HCPI shows an open portal. There is no case for that enclosure on file with the Historic Preservation Division office.

The property has held several fences along the street frontage of Paseo de Peralta over the years. Figure 1, shows photographic proof of a blue board fence present from 2007 through 2014, and a wood framed wire fence present from 2015 through 2023. The new coyote fence was constructed in 2023. There is no record of an approval from Historic Preservation and there are no permits on record for the changes to the fencing over

time.

The streetscape along Paseo de Peralta was built after the Anglo-American arrival and the houses in this area reflect the Anglo-American style of architecture, including low front yard fences. There is a consistent grade change between the properties on the south side of the street and those on the north side. Retaining walls characterize the streetscape on the north side, with additional walls that are substantially set back from the plane of the retaining walls. The applicant's proposed coyote fence is not in keeping with this streetscape with regard to height and material.

Section 14-5.2(D)(c)(ii) states that, "*yard walls and fences shall be limited to a height that does not exceed the average of the height of other yard walls and fences in the streetscape*." While the Historic Preservation Streetscape calculation allows for a 4'-6" high fence, this property is located within the BCDMAR subdistrict. In this subdistrict, fences are further limited to a maximum height of 4'-0" per 14-7.4(A)-1 Table of Dimensional Requirements for Townscape Districts. Per Section 14-1.7 the more restrictive code would apply which means the maximum allowable height at this property is the 4'-0" height per zoning code for the BCDMAR.

Section 14-5.2(C)(1)(a) states that, "*Each structure to be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such as the addition of conjectural features or architectural elements from other buildings, shall not be undertaken.*"

A photograph from the 1985 HCPI (See Figure 2) illustrates that this house, like others in the streetscape, had low transparent fencing at the property line. Although it is difficult to discern the exact fence material, it is clear that historically the house had a direct relationship with the street as do other historic buildings in the streetscape.

Section 14-5.2(D)(1)(a) states, "*The status of a significant, contributing, or landmark structure shall be retained and preserved. If a proposed alteration will cause a structure to lose its significant, contributing, or landmark status, the application shall be denied."*

The 5'-8" high coyote fence causes a disruption in how the structure relates to the streetscape and if allowed, poses a threat to the building's historic status and the legibility of the streetscape. Additionally, the townscape, as set forth in the BCD design standards for the East Marcy/E Palace subdistrict also identifies the unique nature of the streetscape by limiting the height of fences and/or walls to a maximum height of 4'-0".

The city's inspections office issued a Stop Work Order (red tag) in August 2023 for the construction of the coyote fence without approval from the HDRB, the Historic Preservation Division or a construction permit.

The applicant now requests approval of the coyote fence by proposing the following exterior alterations:

1. Construct a 5’-8” high coyote fence with two wood plank pedestrian gates (one on the street frontage and one on the side property line) where the maximum allowable height is 4’-6”. An exception to section 14-5.2(D)(9) to exceed the maximum allowable height is requested.

Ms. Lamboy presented this case in Ms. McCulley’s absence. She stated this contributing building has had some changes over time but has retained much of its historic integrity. One of the changes includes the enclosure of the front porch that was originally there, as well as an addition that was done on the south elevation. However, the coyote fence that is currently standing was not approved administratively or by the Board. To provide some reference to the Board the fence can be seen on the far left here. It is the edge of the coyote fencing of that subject property. Looking west towards the Scottish Rite Temple and Kearney Avenue the fences are either retaining walls with no fencing on top or low walls with some potentially wrought iron on the top of the fence or the walls. So, looking the other way and with the subject property being on the right-hand side, you can see the development pattern illustrates low fences along the streetscape on the south side of the street, without the retaining walls. There is some coyote fencing that is higher, but it is set back from the street and is a side property line, not a front property line. This is an illustration of what the applicant is proposing which is the fencing that was constructed without a permit. This is that part of the street that is adjacent to or in between the subject property to the I guess south as well as the adjacent property to the north. Maybe my directions are wrong, but on both sides of the subject property. This is an illustration of the drawings of the proposed fence. The underlying zoning is something of a unique story here. So, with the Business Capital District a unique approach was taken with reference to the zoning and it all related to townscape districts So, not only was there a Historic Districts Review Board review required at one time but also a Business Capital District Review Board review as well. The townscapes’ character of the downtown changes radically from one block to another and those changes you know are reflected in the plaza area which is in the BCD Plaza Subdistrict. This property is part of the East Marcy/East Palace Subdistrict. There's also the BCD Capital Subdistrict with its unique character. So, there's underlying zoning that relates to the general dimensional standards and there's also underlying zoning that also relates to the character of the district, and in this particular case with the BCD East Marcy/East Palace subdistrict in which the site is located the maximum height for front yard fencing is 4 feet and that acknowledges the development pattern of which I've been speaking. Which is that there are low or no fences in the front yard of the properties therefore that's the reason for the maximum height of four feet and you can see that in the streetscape generally along that corridor this is an illustration of the development pattern. As seen on an aerial and you can see clearly Fort Marcy as well as a development pattern of the East Marcy/East Palace area. The Paseo de Peralta and Hillside intersection is there. So, if this case were to be approved by the Board

tonight as it is submitted then the case will have to be heard by the Board of Adjustment. It's just a reminder to the applicant and for the public's information that this isn't the only hearing that would take place. Also, the board of adjustment would have to hear the case to allow for a variance to allow the additional height over the underlying zoning. The staff's recommendation is that the exception criteria have not been met. It will be deleterious to the streetscape; it will impact the overall character of the Downtown and Eastside Historic District streetscape in this area and can impact potentially the overall character of the building to which it is adjacent which is contributing. The staff recommends denial in this case.

STAFF RECOMMENDATION

Staff finds that the exception criteria of Section 14-5.2(D)(9) have not been met and does not recommend approval of the application as it does not comply with 14-5.2(D) General Design Standards for all Historic Districts, and 14-5.2(E) Downtown and Eastside Design Standards.

While the applicant is requesting an exception from the HDRB to the streetscape height standard of 4'-6", Section 14-5.2(C)(5)(a) states that, "*if the applicant requests approval of a height in the historic district that exceeds the underlaying zoning district requirement, the applicant shall first receive an exception to this Section 14-5.2. If approved by the historic district board, the applicant shall proceed to the board of adjustment for consideration of the proposed variance*."
The underlying zoning district for this property is Business Capital District East Marcy/East Palace (BCDMAR) which permits a maximum height of 4'-0" for fences, per Table 14-7.4 (A)-1. Therefore, if the HDRB approves the exception, the applicant shall proceed to the Board of Adjustment for a variance to the standards of the underlying zoning. If the Board denies the exception, the applicant must produce a new proposal which complies with both the underlying zoning and historic design standards. One motion will be required in this case.

APPLICANT PRESENTATION

Ms. Beninato came forward to present, as she is the applicant. She stated she found herself in an unfortunate situation as they did submit a request for Member Biedscheid to recuse herself and stated she was curious how Member Biedscheid was going to respond.

Member Biedscheid stated she did see a copy of that request and discussed it with the City Attorney's office and that she has no bias against Ms. Beninato's client. She doesn't know her client. She knows Ms. Beninato pretty well from the hearings, but she has no bias against her. Her husband's job has absolutely nothing to do with her responsibilities on the Board. They work to keep things separate and respect ethical boundaries. In fact, she understands that her husband doesn't hear H-Board Appeals as part of his

job, as a State District Judge. She stated she was insulted for herself and all working women that are part of a marriage or partnership that it would be assumed she cannot be independent and capable of an intellectual border between hers and her husband's job duties. She is not influenced by her request, and she will hear this case impartially like all other cases.

Ms. Beninato stated that it was not at her instigation, but at her clients request and the wording is primarily from their sources. I just want to be clear that my client did have a very poor experience and with the other party, and that the complaining party here (for this project) are the same. It just builds that kind of sense of distrust on the part of my client and I.

Chair Rios stated member Biedscheid has been on the Board for quite some time and she agrees with Ms. Biedscheid's comments. She believes Ms. Biedscheid can be impartial and thinks she indicated that her husband's work has nothing to do with this Board and she is a person that will be impartial in this case as she is with every other.

Ms. Beninato thanked them for those considerations and reasons and then proceeded to state that she doesn't agree with Staffs recommendations and does think that her client has met the exception criteria. The fence should not affect whether this is a contributing building or not. This property belonged to the Anton family and was built in 1920 based by hand and is not a home kit Sears. The brothers Alonso and James inherited and split the property in 1935. At that time, both addresses were on Hillside. This residence was owned by James, who sold it in 1979 to Steven Long. Mr. Long later sold to the current homeowner in 1988. The house has been added onto several times between 1988 and 1991. The roof may have been asphalt shingles initially but when Miriam purchased it, it was rolled asphalt. The homeowner replaced it with approval from the Historic office, possibly administratively with a metal roof. She has also had approval to enclose the portal on the front of the building. This was enclosed due to the salt damage that occurred from the care for the icy road in bad weather which splashes onto the property and was damaging the portal. To prevent the salts from damaging the residence, the client put up the previous blue colored board fence. There was wire fencing behind the board fence when it was removed due to damage to the fence. The client tried to incorporate the wire and metal fencing in place of the board fence. However, as a result her property has been subject to a lot of trespassing and people have actually broken into her residence while she has been there. These houses are designed for work/live. The BCD was only introduced in the 1980s. I now see that it is divided into smaller sections, which makes understanding it more confusing. I do question the status of this building. I do not believe it should be a contributing structure. Either way, the fence should not affect the status of the structure. Again, this shouldn't affect the streetscape because the fences in existence are already a variety of fences. She feels it's a necessity to have the fence there, so she can live there safely. It would also be less maintenance from the salt and feels like it will be more durable and tried to make it more visibly interesting.

Ms. Beninato also felt it was important to point out the timeline of going through the process. The fence was put up in August of 2023 by contractor Fabian Nava who told the client that she did not require a permit if the fence was under 6 feet in height. My client met with the Historic Preservation Division in September of 2023 along with her representative, Eric Sommer. They discussed what needed to be done for the client to come into compliance. An inspector issued a red tag on the property in February 2024. My client went to the Historic offices and met with a planner who explained what paperwork she needed to present to Historic. There has not been a single planner assigned to the case for any length of time.

As for the exception criteria: staff seem to be pushing for a white picket fence to match the neighbors fencing, which is also not historic. They are from the 1980s and the 1990s. There is a variety of fencing in the streetscape including the picket fences, masonary walls, stone walls, and coyote fencing. Therefore, a coyote fence will not harm the district (criteria 1). Regarding the hardship (criteria 2): the homeowner is a longtime resident who is in close proximity to two parks, Cross of the Martyrs and Tommy Masson Parks. She has had to call 911 on several occasions for break-ins. A higher fence to keep trespassers off the property, will help her be able to continue to live in this location because a four-foot fence or wall can be stepped over. Regarding the third criteria, this residence is closer to the street than most on the streetscape, the squashed wire fencing is replaced with a coyote fence which is on the streetscape in a height that will keep the homeowner safe from trespassers and the fence type will help protect the building from damage from salts. Maintenance costs are very high when damage is to the residence. Most of the front area of the streetscape changed when Paseo de Peralta was put in by the government in the 1960's. This is unique to this streetscape and is not the cause of Ms. Epsensen. The issue with the care and maintenance of the road, the location proximity to the parks, and the rise in crime are not the homeowners cause either.

Ms. Beninato continued: the Board has issued exceptions for safety reasons at Girls Inc most recently for a 6' fence on that streetscape due to safety concerns for the girls and their family's due to the proximity to Tommy Masson Park. My client's safety should be a concern and a reason for approval of this exception as well. Ms. Beninato gave several other examples of higher fences at properties for safety concerns including a significant structure on Saint Francis.

Ms. Beninato concluded that this request is for a safety concern of the elderly owner, and she was sorry that the homeowner was given bad advice from the contractor.

Ms. Espensen stated that when she moved in the fence was a white fence and before it was a white fence it was a natural fence. She didn't know anything about Historic but after a few years of getting all the dirt and salt on the fence, it looked terrible, so every spring she would sand, wash and repaint it, but after a while the white became too difficult to maintain. So, it then changed into the blue fence that everyone has seen in the pictures. It became tiresome to care for and she really wanted a coyote fence. She couldn't afford it, so she went with a wire fence and the issue with the wire fence is that it did not prevent people from jumping over it. She had a lot of strangers and homeless that would pass through her property and even though she locked the gate people would still jump over it. She was informed that if the fence wasn't 6 feet or taller she wouldn't need a permit, so based off of that information she put in the coyote fence with the help

of Fabian Nava. She felt that the fence was a solution to dealing with the increased traffic, tourists, and criminal elements of the city.

Chair Rios acknowledged and stated she always appreciates it when the owners of the property come to speak to the Board. She thinks even though the owners have representatives, it's important to hear from the owners and she feels for Ms. Espensen's situation. She doesn't know what the Board will decide in terms of the height, unfortunately she does think this fence impacts the street in a negative way, but that is her opinion. She would recommend something shorter and that the coyote fence, while popular through the city is not in keeping with this particular streetscape.

Ms. Beninato stated there are coyote fences in that area, for instance there is one directly across from her client's residence and one for Girls Inc. and the picket fence is not historic.

Ms. Espensen stated that allowing the neighbors to have coyote fencing but not her makes absolutely no sense to her and she believes that it is discrimination.

Chair Rios stated the main question here was height and asked to hear from other members of the Board.

Member Degnan stated she appreciates that Ms. Espensen has been able to maintain a successful business in this town all these years. She just thinks it's their role is to try to honor what the rules and regulations are and certainly sometimes it requires flexibility which is why you applied for an exception. She just thinks that while there may be another example of a tall coyote fence that generally speaking, tall fences are like creating a wall. I respect the fact that you want to be safe and understand that entirely. However, that due to all of the access around the property just having the coyote fence on Paseo de Peralta isn't going to keep people out of the property. It is her opinion that it will not be effective, and the fence is too tall.

Member Bienvenue stated that he felt this is a strikingly unattractive feature on the streetscape and it really would be aesthetically nicer if it was a small picket fence just like the neighbors even if they're not historic in that area though they certainly are. Even if the particular ones nearby are not historic that's certainly a historic feature for the style of architecture in that area, but I do see your situation as being unique and that is what is to me feeling the most important consideration in this particular case. We have in recent times gone beyond the boundaries of what both the code say and what I think our personal aesthetic choices would be in an ideal world with respect to safety issues and that has come up both in terms of neighborhood safety for a residential house and that was the case for the significant structure and then most recently with respect to the Girls Inc where an extremely tall fence was approved. That literally towers over the streetscape purely for safety reasons and that was the only reason it was allowed. Your property does strike me, the more I looked at it today and also hearing tonight has

similarly unique situation because of the fact that it's on such an incredibly narrow section of Paso de Peralta that your house is located so very close to the street. This is most likely because of the reconfiguration of Paeo de Peralta and its location with respect to very public areas both the park nearby and the park across at the martyr's walkway. On top of it you're using it as a residence which is also unusual in that particular location which is something that I think we want to encourage in our downtown. So, I am inclined to think that because of all of those very unique circumstances even though I do believe that this is not aesthetically a very good design solution to your difficulties; I'm not I'm not certain there is a really good design solution; you need a certain height where 4 feet will probably not be sufficient for purposes of your safety concerns. I would prefer it to be fenestrated in some way like picket fences are but that would also perhaps be a little averse to the safety issues that you have and in addition to safety it does seem that you do have some issues with respect to the maintenance of the road that's impacting on your property. The fencing all of which strike me as a little bit not as applicable to the immediate properties surrounding you which are commercial properties that are set back more from the street and therefore can accept that kind of more aesthetically appealing picket fence. So, I do think with the precedence we've set in some of these other cases that your circumstances may be unique enough to suggest that we should grant an exception, I don't know how the rest of the board feels. I think they might feel different but if we were to go down that path is there any kind of a compromise that can be reached from what you have right now such as any kind of lowering of the fence that would still give you sufficient privacy? I mean I note for one thing it's a fairly it's cut straight across as far as the top of the fencing goes. You probably know that we usually mandate that there be staggering of the latillas which hasn't happened here. If it were staggered by three or four inces would bring some of the height down. So, I'm wondering if you could live with something that's more like a 5-foot coyote fence or a 5ft. or 5ft 2in. coyote fence with some staggering involved. Also, we could suggest that you and could also add plantings on top of the fencing, which will bring it up in height. This is one of the things that our fence guidelines permit or even suggest and encourage as a possibility for privacy purposes without it being so dramatic from the point of view of the passerby.

Chair Rios stated she thought Stephanie indicated that there was another possibility of another type of fence and then asked Ms. Beninato if she heard her say that.

Ms. Beninato stated that was not correct and what she said was that the gate is a different material than the fencing to try and visually break up the coyote fencing. She believed her client would be willing to make it irregular, but she doesn't think a 5'-2" is sufficient and anything less than that doesn't give protection. She thinks 5'-5" might work with a couple of inches variations, but nothing less than that will give the protection needed. Generally, she likes lower fences as well, but she believes as it was stated this is a unique situation and all the other properties are being rented out and not needing the same exception.

Chair Rios clarified that Ms. Beninato said 5½'.

Ms. Beninato stated 5'-6" but not 3" or 4" in variation, so 5'-4" or 5'-6" will give Ms. Espensen the safety she needs.

Ms. Lamboy stated in reference to the width of the street she presented the 1930 Sanborn map and stated that when it was Hillside Avenue you could see the subject property at that curve and the street neck down to 28 feet but here it was 30', So the street itself in its width has not changed very much over time.

Member Biedscheid stated she does believe there are a few other residential properties on this street, especially at the intersection of Otero and Paseo De Peralta which have fences that are higher but are fenestrated on the top with wrought iron. This fence, the material is definitely out of character for the streetscape. A fenestrated fence or even a wire fence would be more appropriate so that it could be seen through. She doesn't think there's a wall that's even 3' on this street. It's very out of character but she does understand the safety concerns. She doesn't think this is the right solution for that.

PUBLIC HEARING

Mr. Mann stated that his family also lives in a house built by the Anton family on 618 Paseo De Peralta and the 4-foot white fence has been there for 36 years. The history of the Anton family built both houses around 1900 and 1912. He recently talked with Waldo Anton who is now 97 years old, and they discussed the house that he grew up in. He also spoke with Sarah Melton who had lived in the area, stated she spoke for the houses because the houses didn't have a voice. He's heard a lot discussion about what someone needs and how in fact it will dimmish the historic character of a contributing structure. His structure where he resides is contributing, the house next door is significant, and it is his understanding that Ramon Sarason delivered Ms. Espenson a report telling her what style and height the fence would need to be. He personally objects to the coyote fence, as it is ugly on a primary façade, and it would diminish the architectural and historic view of their properties. The idea that you can put that fence up and then plead necessity puts a personal need ahead of a federal historic structure and I personally feel that all that testimony about need should be put aside and to the point made that she's the only one who lives there we have a tenant living upstairs. I lived up there. We raised our child there. I certainly understand people's necessity for security, but do we want to sacrifice the way a building looks and maybe have the federal government look at the way we maintain our historic district and say we're willing to compromise so easily. I'm sorry I wish that it could be a win-win when you deliberately say I didn't know I needed a permit. However, that's no excuse.

John Eddy, previously sworn, stated that on occasion you do get cases like this and one thing that needs to be said is that this house is too close to Paseo De Peralta. The

biggest problem being its 6’ away from the curb of this street and that will continually be affected by weathering of the traffic on that road. As we keep repaving the roads they continue to get higher, extenuating the potential damage being splashed onto this fence and house. He is very conflicted and thinks the needs of the people living in houses should be addressed and is a valid concern.

Ms. Beninato stated she wanted to clarify that she has known many contractors who do not get permits even when they’re supposed to. Her client relied on a licensed contractor, Fabian Nava, who informed her that she didn’t need a permit. Her client was just given bad advice. She is being pushed and pushed that she has to have a picket fence which is actually not true. Ms. Beninato understands that some people may think that this (the coyote fence) doesn't really work, but this works in terms of maintenance. Ms. Beninato thinks this is one of the issues. Also when you look at the streetscape, it's not just the south side of the street it is the entire streetscape; north and south of that street. Overall, what you see are some retaining walls that are about 4’ high, a 10’ high retaining wall, for some distance, and then right across the street at Otero there's an 8’ retaining wall. So, if you're looking at the streetscape within 300’ from her property, you will see these high retaining walls that are massive. Ms. Beninato pointed out that as Member Bienvenue stated, it’s a unique situation.

BOARD DISCUSSION/ACTION:

Member Degnan asked Ms. Beninato for clarification that it was mentioned that perhaps it would be amendable, or agreeable to a 5’-6” fence to satisfy to some extent their concerns.

Ms. Beninato said yes, they believe a 5’-6” for the safety concern could still be effectively met. Her client is even willing to make it vary every couple of inches so it would be the 5’-4” to the 5’-6”.

Member Degnan moved to suggest that the fence be amended or adjusted or redone lowered to 5’-6”. No second was given so the motion died.

Member Bienvenue stated he has had concerns as the hearing has gone forward about trying to do a redesign on the fly because the issues are both height and the materials. He thinks a compromise solution can be reached someplace but it is going to have to address both the height the materials and some kind of fenestration because it really is very important section of our historic district where this is located. I do think that some design work on the part of the applicant in conjunction with staff is probably the only way we're going to be able to find a solution that would be acceptable to all of the Board members. So unfortunately, I think that leaves us in my mind no choice but to deny the application as submitted with the hope that the applicant will resubmit with a new proposal that will address their legitimate concerns in a manner that will be acceptable

to staff.

MOTION: In Case 2024-009478-HDRB, 614 Paseo de Peralta, Member Bienvenue moved that findings be entered by adopting the reasoning set forth in staff's report that the exception criteria have not been made met, for the application as submitted and the fence as currently existing and that the application therefore be denied without prejudice to a resubmittal. Member Mather seconded the motion.

VOTE: The motion passed by (4-0) roll call vote with Members Mather, Degnan, Biedscheid and Bienvenu voting in favor and none voting against.

Chair Rios explained after the motion that this had been denied but without prejudice, which means that you can come back before the board with a different application that's indicates exactly the kind of material you're going to use, the exact height, or you can appeal it to the city council.

Ms. Beninato stated that's right because what the Board is asking her to do is take down the coyote fencing even though her property has coyote fencing on it now. You don't want the same fencing that she actually has all over her property she's supposed to do a new type of fencing and then asked if that's what they're stating and would not approve a coyote fence.

Chair Rios stated she did not hear that in the motion.

Ms. Beninato then stated the Board said something about the materials being unacceptable.

Chair Rios stated she believed that was a personal statement she gave earlier in case and asked Member Bienvenue for clarification.

Member Bienvenue stated his motion stated but I did say that there were concerns with respect to both height and materials and that I would hope that the applicant could address those concerns and redesign. That doesn't mean there is direction as to what material materials have to be, or what the exact height needs to be. I truly believe something can be designed here that will meet the needs of your client as well as the board and the staff but and I'm not and purposefully did not want to get involved in trying to design from this perspective which is you came in you asked for exactly what you have and that's been denied. There may be someplace other that you can find a solution that the board will approve.

Ms. Beninato stated she wanted clarity that the board was basically rejecting the coyote

material because it's being said that they should look at other material and proceeded to ask if that is correct.

Chair Rios stated that options are open in other words if they would want to resubmit with that then she does not know if the applicant would get a denial. The Board is just saying there's other options.

Ms. Beninato stated that was not much direction.

Ms. Lamboy stated this case has gone to municipal court and the Applicant is before the Board based on some direction that this be considered by the H-Board. Since this particular design was denied, Ms. Lamboy would like to just communicate to the applicant that they can come back to the Board within 90 days, or remove their fence within 90 days. She wanted to provide them with some parameters, as to what the next City action would occur since it is being considered by the Court. She stated Mr. Frank Ruybalid could affirm they have three months either to come back to the Board, or then they will need to remove the fence to comply with the code.

Mr. Ruybalid stated as he understood at that time. He asked if a red tag had been issued.

Ms. Lamboy stated yes, and a citation to Municipal Court, so the applicant has been to court already regarding this issue.

Mr. Ruybalid stated he would have to look at the Municipal Court order, he didn't know what the municipal court order said.

Ms Beninato stated she just wanted it to be on record that her client is being treated differently in this manner than many other people.

Mr. Ruybalid stated this was out of order.

Chair Rios stated this case was over and thanked them for stating their concerns and stated to have a discussion with Staff and they will guide them through the process.

To view the entire recording of this hearing, ***see*** the YouTube video at:
https://www.youtube.com/watch?v=Vk1h9FgJWNQ (2:36:54 – 3:51:11)

6. **2024-009479-HDRB, 710 Canyon Rd., Downtown & Eastside Historic District, Contributing,** Conron & Woods Architects, agent for Anna Marie Hamilton, owner, proposes to remove a portion of the portal, raise parapets, relocate a door, re-roof the portal and residence, replace skylights and

EXHIBIT D-1

City of Santa Fe, New Mexico

memo

DATE: **December 10, 2024**

TO: **Historic Districts Review Board Members**

FROM: **Lani McCulley, Senior Planner, Historic Preservation Division**

2024-009478-HDRB, 614 Paseo de Peralta, Downtown & Eastside Historic District, Contributing, Stefanie Beninato, agent for Miriam Leth Espensen, owner, proposes to construct a 5'-8" high coyote fence with pedestrian gates where the maximum allowable height is 4'-6". Exceptions are requested to 14-5.2(D)(9) to exceed the maximum allowable height.

REFERENCE ATTACHMENTS (Sequentially):

CITY SUBMITTALS

__x__ **District Standards & yard wall & fence standards.**

__x__ **Historic Inventory Form**

__x__ **Zoning Review Sheet**

____ **Other**:

APPLICANT SUBMITTALS

__x__ **Proposal Letter**

__x__ **Site Plan/Floor Plan**

__x__ **Elevations**

__x__ **Photographs**

__x__ **Other:** exception criteria

STAFF RECOMMENDATION:

Staff finds that the exception criteria of Section 14-5.2(D)(9) have not been met and does not recommend approval of the application as it does not comply with 14-5.2(D) General Design Standards for all Historic Districts, and 14-5.2(E) Downtown and Eastside Design Standards.

While the applicant is requesting an exception from the HDRB to the streetscape height standard of 4'-6", Section 14-5.2(C)(5)(a) states that, "*if the applicant requests approval of a height in the historic district that exceeds the underlaying zoning district requirement, the applicant shall first receive an exception to this Section 14-5.2. If approved by the historic district board, the applicant shall proceed to the board of adjustment for consideration of the proposed variance*."
The underlying zoning district for this property is Business Capital District East Marcy/East Palace (BCDMAR) which permits a maximum height of 4'-0" for fences, per Table 14-7.4 (A)-1.

Therefore, if the HDRB approves the exception, the applicant shall proceed to the Board of Adjustment for a variance to the standards of the underlying zoning. If the Board denies the exception, the applicant must produce a new proposal which complies with both the underlying zoning and historic design standards. One motion will be required in this case.

Sample motion:

A. Approve or deny Case #2024-009478 to allow an exception to 14-5.2(D)(9) to construct a coyote fence to a maximum height of 5'-8" where a maximum allowable height of 4'-6" is allowed.

BACKGROUND & SUMMARY:

The single-family residence at 614 Paseo de Peralta is listed as contributing to the Downtown and Eastside Historic District. The residence is a moderately pitched gabled roof, deep set windows, and a large bay of windows on the north where a porch has been enclosed. It is obvious that the northern portal was enclosed sometime after 1985 because the photo of the 1985 HCPI shows an open portal. There is no case for that enclosure on file with the Historic Preservation Division office.

The property has held several fences along the street frontage of Paseo de Peralta over the years. Figure 1, shows photographic proof of a blue board fence present from 2007 through 2014, and a wood framed wire fence present from 2015 through 2023. The new coyote fence was constructed in 2023. There is no record of an approval from Historic Preservation and there are no permits on record for the changes to the fencing over time.

The streetscape along Paseo de Peralta was built after the Anglo-American arrival and the houses in this area reflect the Anglo-American style of architecture, including low front yard fences. There is a consistent grade change between the properties on the south side of the street and those on the north side. Retaining walls characterize the streetscape on the north side, with additional walls that are substantially set back from the plane of the retaining walls. The applicant's proposed coyote fence is not in keeping with this streetscape with regard to height and material.

Section 14-5.2(D)(c)(ii) states that, "*yard walls and fences shall be limited to a height that does not exceed the average of the height of other yard walls and fences in the streetscape*." While the Historic Preservation Streetscape calculation allows for a 4'-6" high fence, this property is located within the BCDMAR subdistrict. In this subdistrict, fences are further limited to a maximum height of 4'-0" per 14-7.4(A)-1 Table of Dimensional Requirements for Townscape Districts. Per Section 14-1.7 the more restrictive code would apply which means the maximum allowable height at this property is the 4'-0" height per zoning code for the BCDMAR.



Figure 1: Board fence 2007-2014, Wire fence 2015-2023, and Coyote Fence 2023

Section 14-5.2(C)(1)(a) states that, "*Each structure to be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such as the addition of conjectural features or architectural elements from other buildings, shall not be undertaken.*"

A photograph from the 1985 HCPI (See Figure 2) illustrates that this house, like others in the streetscape, had low transparent fencing at the property line. Although it is difficult to discern the exact fence material, it is clear that historically the house had a direct relationship with the street as do other historic buildings in the streetscape.

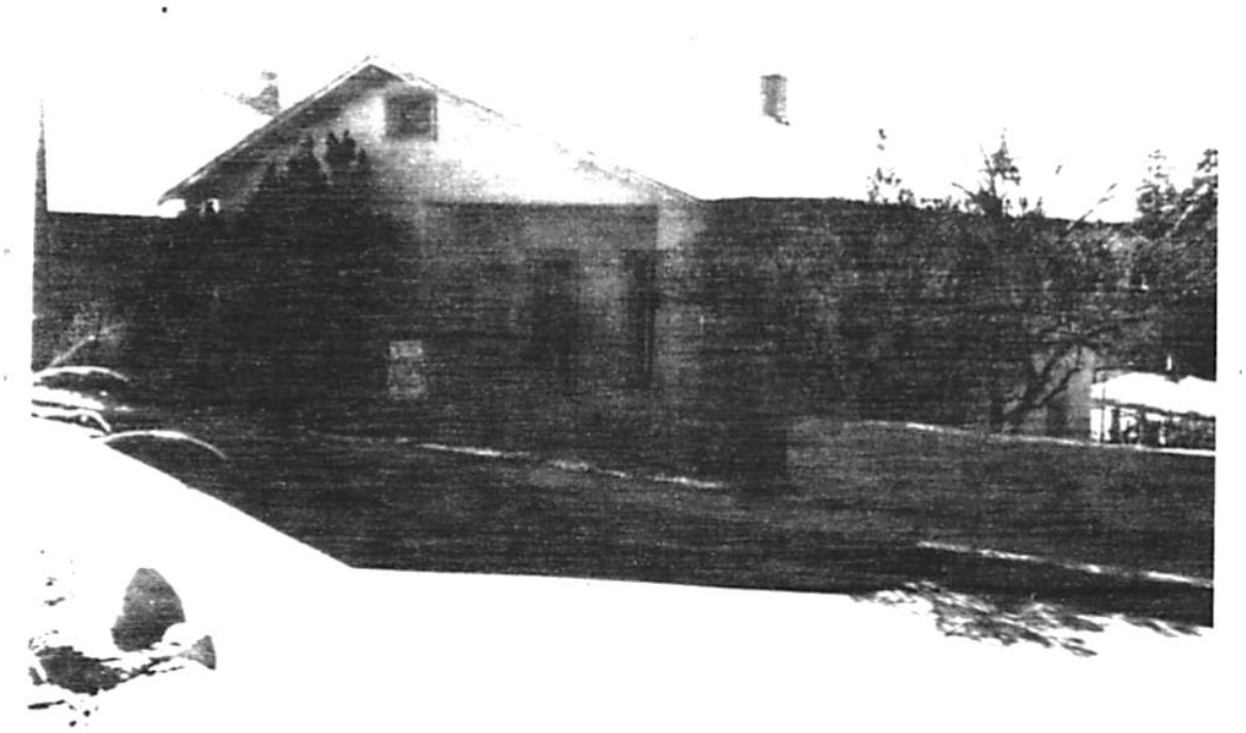


Figure 2: Photo from the 1985 HCPI

Section 14-5.2(D)(1)(a) states, "*The status of a significant, contributing, or landmark structure shall be retained and preserved. If a proposed alteration will cause a structure to lose its significant, contributing, or landmark status, the application shall be denied."*

The 5'-8" high coyote fence causes a disruption in how the structure relates to the streetscape and if allowed, poses a threat to the building's historic status and the legibility of the streetscape. Additionally, the townscape, as set forth in the BCD design standards for the East Marcy/E Palace subdistrict also identifies the unique nature of the streetscape by limiting the height of fences and/or walls to a maximum height of 4'-0".

The city's inspections office issued a Stop Work Order (red tag) in August 2023 for the construction of the coyote fence without approval from the HDRB, the Historic Preservation Division or a construction permit.

The applicant now requests approval of the coyote fence by proposing the following exterior alterations:

1) Construct a 5'-8" high coyote fence with two wood plank pedestrian gates (one on the street frontage and one on the side property line) where the maximum allowable height is 4'-6". An exception to section 14-5.2(D)(9) to exceed the maximum allowable height is requested.

EXCEPTION CRITERIA AND RESPONSES:

Exception to Section 14-5.2(D)(9): The applicant requests an exception to exceed the maximum allowable height of a fence.

(i) *Do not damage the character of the district;*

Applicant Response: The streetscape has a variety of fencing types from stone and solid masonry walls to wood fencing including coyote and picket fencing. There are 8 and 10 ft retaining walls less than half block away at the intersection of Paseo and Otero (NW and NE corners) and several coyote fences across the street.

Staff Response: Staff does not agree with this statement. The coyote fence as proposed damages the character of the district, is a violation so the streetscape standards and the underlying BCDMAR zoning standards. The heights of the walls and fences along this streetscape of Paseo de Peralta range in height from 24" (2'-0") and 108" (9'-0") and the walls and fences vary from retaining walls constructed of rock or stuccoed concrete masonry on the north side of the street. The tallest wall is a retaining wall with yard wall on top. The combination of a yard wall with retaining wall is allowed at a height greater than properties with no retaining wall. There is a grade change between the properties on the south side of the street and those on the north side. Retaining walls characterize the streetscape on the north side, with additional walls that are substantially set back from the plane of the retaining walls. The south side of the street is lined with lower yard walls and fences with stepped heights or wrought iron creating an open fenestration of the yard wall, two picket fences, one wire fence, and at the edge of the streetscape there is a single coyote fence located on the Girls, Inc. Property. The Girls, Inc property is part of the Hillside streetscape rather than the Paseo de Peralta streetscape, and is visually disrupted from the property, as it is located around the curve from the subject property. Furthermore, the Girls, Inc. property is part of a different zone district than the subject streetscape.

Streetview images have been provided to illustrate the streetscape and context of yard walls and/or fences in the streetscape.



Figure 3: Streetview looking west



Figure 4: Streetview looking east

(ii) *Are required to prevent a hardship to the applicant or an injury to the public welfare;*
Applicant Response: The owner is and has been a full-time resident at the address since 1988 and in order to continue to reside there safely needs to raise the fence to its current built height. There have been several 911 calls and a break in at the residence which is located in close proximity to two parks-the Cross of the Martyrs and the Tommy Macione Park.

The owner had replaced a blue wood fence with a lower chain link fence that supported the older wire fencing in 2003. However, with the increase in trespass and robbery at her residence, the owner felt her only recourse was to replace the damaged wire fencing with a fence made of stronger material that will deter unwanted entries.

The coyote fencing will also be easier to maintain given the heavy barrage of salt that it gets in the winter due to the location of the residence at a curve and its extreme proximity to Paseo de Peralta.

Staff Response: This criterion has not been met. There is no hardship that is unique to this property; other residences/shops in the streetscape have direct access to the street. Through the establishment of the Downtown & Eastside Historic District and the adoption of the historic districts ordinances, it was determined by the community that the preservation of historic streetscapes and buildings is important to retain the overall character of Santa Fe.

The proposed coyote fence is a threat to the historic status of the historically contributing residence, and furthermore it disrupts the streetscape as is regulated by both the Historic Districts Ordinance and the Business Capitol East Marcy/East Palace subdistrict standards.

(iii*) Strengthen the unique heterogeneous character of the City by providing a full range of design options to ensure that residents can continue to reside within the historic districts;*

Applicant Response: The streetscape has a variety of fencing types from stone and solid masonry walls to wood fencing including coyote and picket fencing. The increased height will allow the continued use of the structure as a residence since it will increase the owner's personal safety and decrease maintenance costs.

Staff Response: The Applicant's response does not address the approval criteria. While safety and security are concerns for all residents within the city, they are not a valid reason to violate the height and preservation standards established in the ordinance, which inherently considers the welfare and safety of residents. Other security measures could be employed that would not violate the ordinance.

(iv) *Are due to special conditions and circumstances which are peculiar to the land or structure involved and which are not applicable to other lands or structures in the related streetscape;*

Applicant Response: Other structures have more setback from the street. This lot lost most of its setback when Paseo de Peralta was created in the 1960s. Additionally this structure is the only one that still serves as a live workspace, which has been the historic use of these homes since the 1960s.

Staff Response: The Applicant's response does not address the approval criteria and staff disagrees with this statement. While most of the properties on the north side of Paseo de Peralta are set back further from the road, all the properties on the south side of Paseo de Peralta are set back similarly to the subject property. The setback is not peculiar to this lot. Staff does recognize that some of the properties are commercial such as the art galleries, but the use of the property can change and is not peculiar to the land or structure, other uses are permitted, and other structures could be converted to live work as well, or the existing property could be similarly repurposed.

Street map and aerial images have been provided to illustrate the streetscape and context of yard walls and/or fences in the streetscape.



Figure 5: 1912 Kings map of the vicinity


Figure 6: 1957 Aerial of the vicinity

(v) *Are due to special conditions and circumstances which are not a result of the actions of the applicant; and*

Applicant Response: The owner is not responsible for the rise in property crime and drug use. Her property is located near two parks which at times serve as magnets for these types of behavior.

Staff Response: The Applicant's response does not address the approval criteria. While staff recognizes that the property owner is not responsible for crime rates, the presence of crime or an incidence of crime is not a justification to violate the preservation or height standards of the ordinance, which is the law of the city. All residents may consider responsible and code compliant safety measures to secure their homes and businesses. The applicant should be held to the same standard as all other structures in the streetscape, which must follow the height and design restrictions set in the ordinance. It should be noted that this exception request is due to the action of the applicant to build a fence without a permit and Historic Districts Review Board approval. Had the applicant proceeded through the typical review process there may not have been a need for this request.

(vi) *Provide the least negative impact with respect to the purpose of this section as set forth in Subsection 14-5.2(A)(1).*

Applicant Response: The owner understood from the contractor that if she kept the fence below six feet, she would not need a permit. She deliberately kept the fence to 5 ft 8 inches for its entire length whether on the street or on a sideline. It is the minimum she feels will deter entry onto her property from Paseo. The type of material being used is compatible with the existing streetscape. There are fences and walls in close proximity that are or will be higher

Staff Response: The Applicant's response does not address the approval criteria. The applicant and her contractor are not in a position to set the rules for permitting, or for height standards and design standards within the historic district, and ignorance of the appropriate processes and standards is not valid justification for violating those standards.

The proposed coyote fence negatively impacts the historic streetscape and a design that does not negatively impact the streetscape has not been considered or proposed by the applicant.

APPROVED AS TO FORM BY THE PLANNING AND LAND USE DEPARTMENT:

Title	**Name**	**Initials**
Department Director	Heather Lamboy	HLL
Assistant Department Director	Maggie Moore	MRM
Planning Manager	Gary Moquino	GM
Planner Senior	Lani McCulley	

Attachment B
NEW MEXICO HISTORIC BUILDING INVENTORY FORM

H3011

building threatened? yes	surveyed date 2/85 by HMW	county SANTA FE	ID no. 051610400
field map SFHD #1	number 400	UTM reference zone 12 13	easting northing

location description: 614 Pº de PERALTA

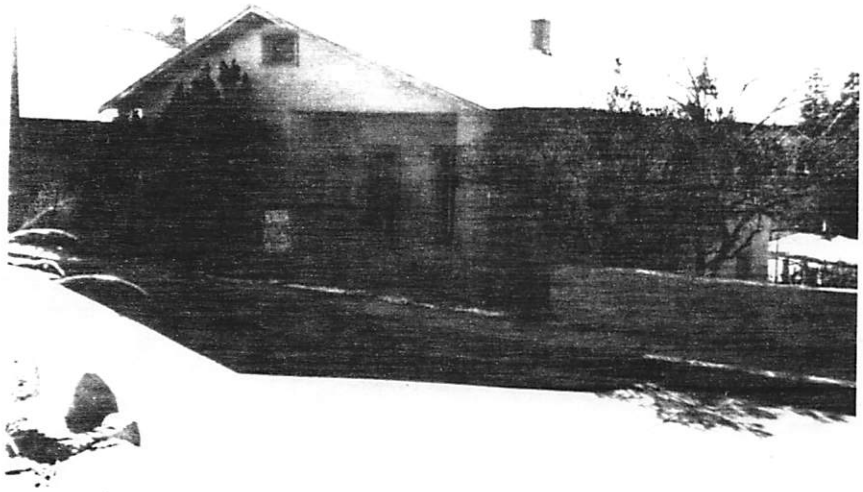
city/town: SANTA FE

land grant/reservation: ~~land grant/reservation~~

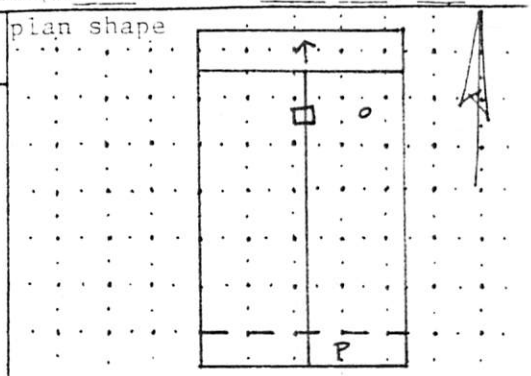
building name:

legal description: tnsp ___ N S range ___ E W sec ___ ¼ ¼

film roll by HMW no. SFHD 17	negative nos. 27	loc. of neg. HPB



plan shape



date of construction: 1912-30 estimate ___ actual

source: KING'S, SANBORNS

use
present: residential
other:
historic: residential
other:

condition
___ excellent X good
___ fair ___ deteriorating

style: BUNGALOW

wall material/surface: ADOBE/ STUCCO

degree of remodeling
___ minor ___ moderate ___ major
describe:

architectural features: 1 S IN FRONT 2 IN REAR. MOD. PITCH FRONT GABLE RF W/ PORCH RECESS'D IN BLDG VOL. SMALL 4-LIGHT WD WDW W/ WD SURROUND IN GABLE 2 SGL 1 SMALL/ 1 LARGE D.H. WD WDWS W/ STUCCOED LUG SILLS; SGL LEAF SGL LARGE LIGHT WD. DOOR. PORCH CARRIED ON CORNER STUCCOED PIER, CONC. FLOOR. SIDES: 1/1 D.H. WD, SGLS & TANDEM, 1 4/4 WD CASMT ALL W/ STUCCOED LUG SILLS. BASMT SIDES: 4 & 6 PANE HOPPERS, WD. REAR: WD PORCH AT UPPER LEVEL ENCLOSED W/ FRAME CONST & 2 BANDS OF 4 4-LIGHT WD WDWS, CARRIED ON IRON POSTS BELOW, FORMING OPEN PORCH W/ GARAGE DOOR.

surroundings: COMMERCIAL/RESIDENTIAL

relationship to surroundings
X similar ___ not similar

district potential
___ yes ___ no

significance
___ eligible X of interest ___ none

if eligible, why? CONTRIB.

comments:

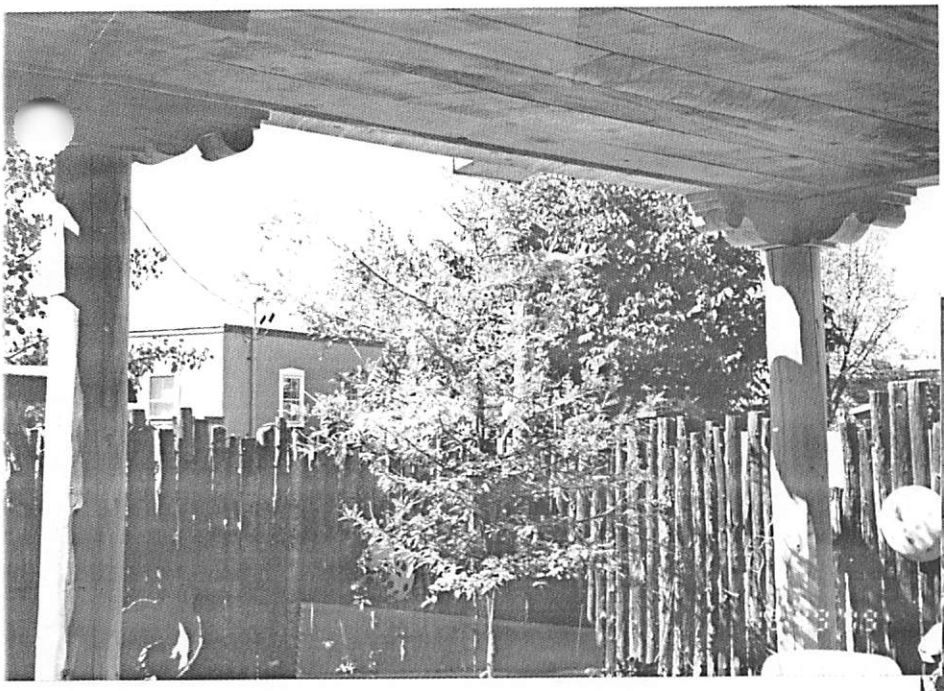
associated buildings? ___ yes
what type?

if inventoried, list ID nos.

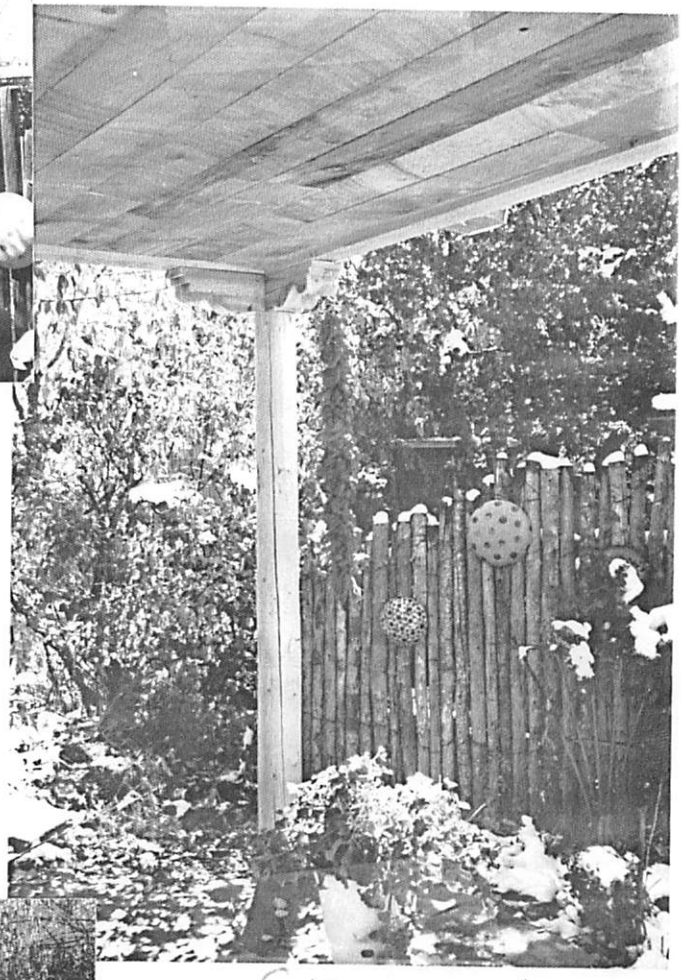
see back ___ yes

EXHIBIT D-2

H-99-211
614 Paseo de Peralta



SW View



SE View

View from Loma Lane



Preliminary Zoning Review Worksheet

City of Santa Fe Land Use Department

To Be Completed By Applicant:

Date Submitted: 10/1/24 Miriam Leth-Espenson

Property Owner of Record: Leth-Espenson Trust

Applicant/Agent Name: Stefanie Beninato

Contact Person Phone Number: 505 988 8022

Site Address: 614 Paseo de Peralta

Proposed Construction Description: new fence

TOTAL ROOF AREA: 1530 / 3955 (lot size)

Zoning District: BCDES

Lot Coverage: 39 %

□ Open Space Required: ____

Overlay: □ Escarpment ____
□ Flood Zone*
□ Other: Downtown/Eastside Historic District

Setbacks: N/A
Proposed Front: ____ Minimum: ____
2nd Front? ____
Proposed Rear: ____ Minimum: ____
Proposed Sides: L ___ R ___ Minimum: ____

Submittals Reviewed with PZR:
☒ Legal Lot of Record □ Development Plan □ Building Plans
□ Existing Site Plan ☒ Proposed Site Plan ☒ Elevations

Height: Proposed 5' 8"
Maximum Height: 4' 8" or
☒ Regulated by Historic Districts Ordinance
□ Regulated by Escarpment District

Supplemental Zoning Submittals Required for Building Permit:
□ Zero Lot Line Affidavit N/A

Access and Visibility: □ Arterial or Collector** N/A
□ Visibility Triangle Required

Parking Spaces: N/A
Proposed ____ Accessible ____
Minimum: ____

Use of Structure: ☒ Residential
☒ Commercial Type of Use: yarnshop, gallery

Bicycle Parking**: N/A
Proposed: ____ Minimum: ____

Terrain: □ 30% slopes N/A

* Requires additional review conducted by Technical Review Division
** Requires additional review conducted by the Traffic Engineering Division

** Commercial Requirement

THIS REVIEW DOES NOT GRANT ZONING APPROVAL FOR BUILDING PERMIT. FINAL ZONING REVIEW WILL BE PERFORMED AT THE TIME OF BUILDING PERMIT APPLICATION.

Stefanie Beninato (□OWNER □APPLICANT ☒AGENT)
PRINT NAME

hereby certifies that the information provided for preliminary zoning review is accurate and will not be modified without consulting Land Use Department staff prior to submittal for Historic Districts Review Board review.

Stefanie Beninato 10/1/24
SIGNATURE DATE

To Be Completed By City Staff: 2024-009432PAR

Additional Agency Review if Applicable:

□ Escarpment Approval by ____ Date: __/__/__
□ Flood Plain Approval by ____ Date: __/__/__
□ Traffic Engineering Approval by ____ Date: __/__/__
Notes: ____

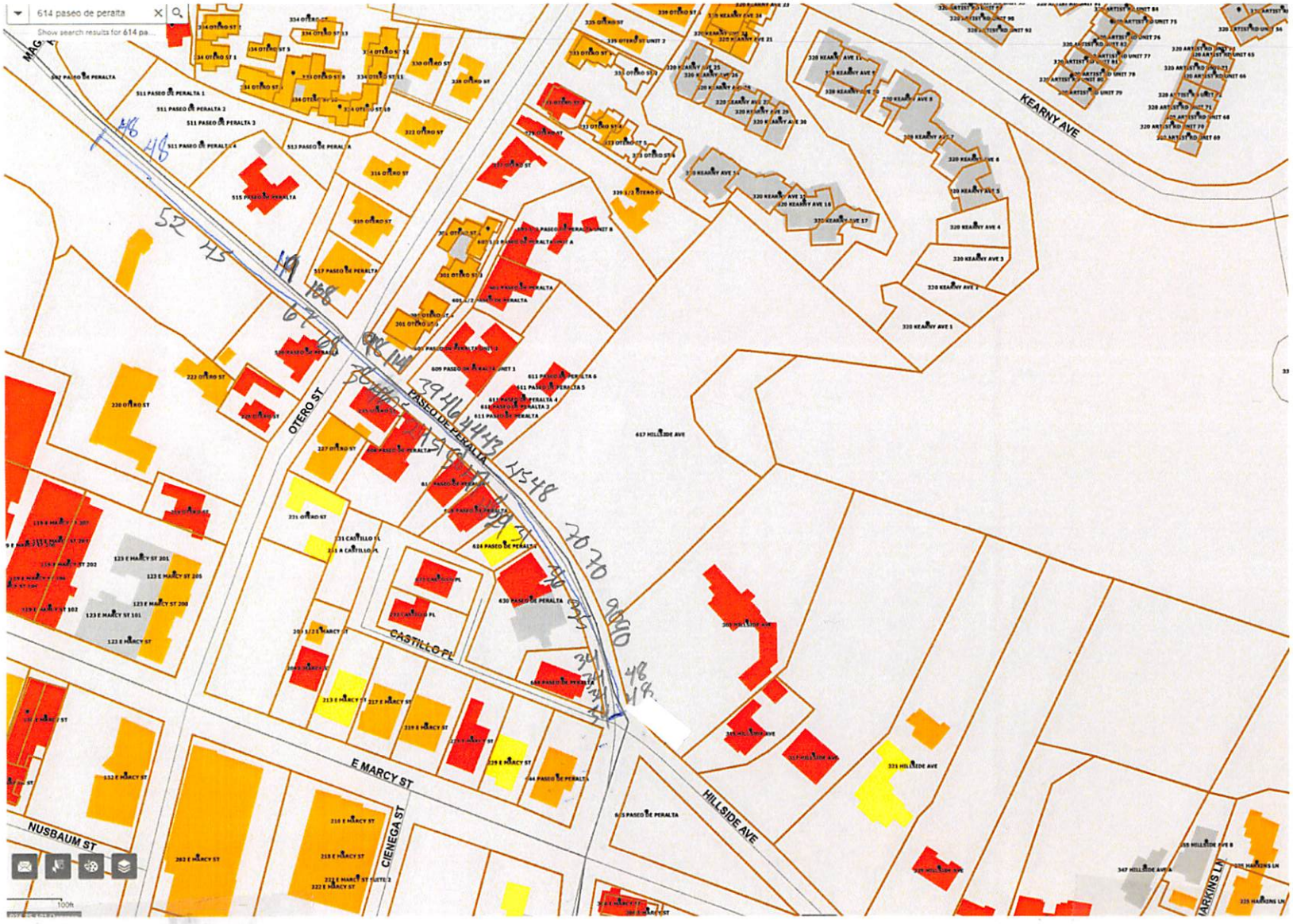
Zoning Approval:

□ Preliminary Approval ☑ with conditions □ Rejected

Comments/Conditions: Legal lot of record provided
Proposed 5'8" fence requires a variance from the Board of Adjustment before permitting per 14-7.4(A) Table of Dimensional Requirements for Townscape Districts for East Marcy/ East Palace

REVIEWER: Rebekah Clouser DATE: 11 / 6 / 2024

Original color form must be submitted with Historic Districts Review Board (HDRB) application packet.



Fence/Wall Height
Calculation for
614 Paseo de Peralta

Total: 2052
Count: 38
Average: 54"
Maximum Allowable
Height:
54" or 4'6"

48 48 119 108 98 114 39 46 44 43 45 48 70 70 90 90 48 48 52 45 67 68 38 46 25 24 51 58 47 48 29 31 36 35 34 34 34 34 54



2007-2014



2015-2023



August 2023





Streetscape looking west from neighbor to the east to the stop sign and then beyond the stop sign



Streetscape looking east from the residence


614


614

U.S. Postal Service
CERTIFIED MAIL RECEIPT
(Domestic Mail Only; No Insurance Coverage Provided)

OFFICIAL USE

Postage	$ .63 KS 6100
Certified Fee	4.35
Return Receipt Fee (Endorsement Required)	3.45
Restricted Delivery Fee (Endorsement Required)	
Total Postage & Fees	$ 8.43

SANTA FE NM 87501 JAN 12 2024 Postmark Here

Sent To: Leth - Espensen Trust
Street, Apt. No.; or PO Box No.: 614 Paseo de Peralta
City, State, ZIP+4: Santa Fe, NM 87501-1957

PS Form 3800, January 2001 See Reverse for Instructions

7002 0510 0003 6710 6901

HIS SECTION ON DELIVERY

☐ Agent
☐ Addressee

(Printed Name) C. Date of Delivery

Received
JAN 16 2023
Stephen Bartels
NM Taxation & Revenue

ddress different from item 1? ☐ Yes
r delivery address below: ☐ No

Mail ☐ Express Mail
d ☐ Return Receipt for Merchandise
Mail ☐ C.O.D.

elivery? (Extra Fee) ☐ Yes

PS Form 3811, August 2001 Domestic Return Receipt 102595-02-M-0835

Case Number: **BLD-002116-2024**
Case Type: **Building**
Date Case Established: **01/11/2024**
Compliance Deadline: **02/22/2024**

Santa Fe, NM 87501

Violation: Building without a Permit - Building - 14.5.2.8 Building without a Building permit.
Permits required. Subject to CILA Sections 60-13-3 and Section 60-13-45 NMSA 1978, and the provisions of the division rules, no building or structure shall be erected, constructed, enlarged, altered, repaired, moved, improved, removed, converted or demolished, no electrical wiring, plumbing or mechanical work and LP gas work as defined and described in the applicable New Mexico construction codes for those trades, may be installed, repaired or maintained in or on such building or structure, unless the applicable permit has first been obtained from the division, unless otherwise provided by statutes or rule. All re-roofs and applications of roof coatings require a building permit and inspections.

Corrective Action: Obtain Building Permit

Compliance Date: 02/22/2024

NOTICE OF VIOLATION

Should compliance not be adhered to, you will be subject to the penalties of Section 1-3.1. "Any violation of the Santa Fe City Code of 1987, not specifically provided for in any ordinance, resolution, rule, regulation or order to the contrary, is punishable by a fine of not more than five hundred dollars ($500.00) or by imprisonment in the county jail for a term of not more than ninety (90) days, or by both such fine and imprisonment. Every day that any such violation continues constitutes a separate offense, except where otherwise provided."

Sincerely,

City Copy

Kevin Smith

USPS TRACKING #

9590 9402 5883 0038 0555 99

First-Class Mail
Postage & Fees Paid
USPS
Permit No. G-10

United States
Postal Service

• Sender: Please print your name, address, and ZIP+4® in this box•

City of Santa Fe
200 Lincoln Ave
Santa Fe N.M. 87504
Anthony Maestas

SENDER: COMPLETE THIS SECTION

- Complete items 1, 2, and 3.
- Print your name and address on the reverse so that we can return the card to you.
- Attach this card to the back of the mailpiece, or on the front if space permits.

1. Article Addressed to:
Miriam Lethgoensen
614 Paseo de Peralta
Santa Fe N.M.
87501

4-24-24
4-24-24

COMPLETE THIS SECTION ON DELIVERY

A. Signature
X [signature] ☐ Agent ☐ Addressee

B. Received by (Printed Name) C. Date of Delivery
M. Leth-Espensen 4/13/24

D. Is delivery address different from item 1? ☐ Yes
if YES, enter delivery address below: ☐ No

3. Service Type
☐ Adult Signature
☐ Adult Signature Restricted Delivery
☑ Certified Mail®
☐ Certified Mail Restricted Delivery
☐ Collect on Delivery
☐ Collect on Delivery Restricted Delivery
☐ Mail
☐ Mail Restricted Delivery
(00)
☐ Priority Mail Express®
☐ Registered Mail™
☐ Registered Mail Restricted Delivery
☐ Return Receipt for Merchandise
☐ Signature Confirmation™
☐ Signature Confirmation Restricted Delivery

9590 9402 5883 0038 0555 99

2. Article Number (Transfer from service label)
7013 0600 0000 5934 2028

PS Form 3811, July 2015 PSN 7530-02-000-9053 Domestic Return Receipt

City of Santa Fe

0654

P.O. Box 909, Santa Fe, New Mexico 87504-0909

HISTORIC PRESERVATION DIVISION / NOTICE OF VIOLATION

☒ City Initiated ☐ Citizen Complaint

NAME: / PHONE:

ADDRESS:

DESCRIPTION

Unapproved coyote fence at place of residence

Needs Approval from Historic Preservation and construction permit

May result in fines and court appearance

Historicpreservation@santafenm.gov

NAME OF VIOLATOR: PHONE:

ADDRESS: 614 Paseo De Peralta

☒ 14-3.10	Building Permits	☐ 14-8.10 (H) (19)	Permits Required (Signs)
☒ 14-8.5	Walls and Fences	☐ 14-8.10 (H) (23)	Sandwich Signs; Prohibition
☐ 14-8.10	Signs	☐ 14-8.10 (H) (29)	Price Reduction Signs
☐ 14-8.10 (A)	Applicability (Signs)		
☐ 14-8.10 (H)	Special Sign Regulations in the Historic Districts		
☐ 14-8.10 (H) (4)	Prohibited Locations		
☐ 14-8.10 (H) (12)	Signs; Awnings, Flags, Banners		
☐ OTHER	You are in violation of the following City Ordinance:		

NOTICE OF VIOLATION

HPE01.indd 06/09

Should compliance not be adhered to, you will be subject to the penalties of Section 1-3.1. **"Any violation of the Santa Fe City Code of 1987, not specifically provided for in any ordinance, resolution, rule, regulation or order to the contrary, is punishable by a fine of not more than five hundred dollars ($500.00) or by imprisonment in the county jail for a term of not more than (90) days, or by both such fine and imprisonment. Every day that any such violation continues constitutes a seperate offense, except where otherwise provided."**

DATE: 2/23/24 TIME: 14:11 ☐ AM ☒ PM

REINSPECTION DATE: 3/8/24 INSPECTOR Anthony MAESTAS

PHONE NO.: 505-955-6577


NO ENTRANCE TO
614 PASEO DE PERELTA
PRIVATE PROPERTY
FOR THE EXCLUSIVE USE
OF
618 PASEO DE PERALTA
NO PUBLIC ACCESS



YARN

MCCULLEY, LANI J.

From: LAMBOY, HEATHER L.
Sent: Monday, December 2, 2024 7:37 PM
To: MOORE, MARGARET; MOQUINO, GARY S.; MCCULLEY, LANI J.
Subject: FW: Your facts differ from my client's 614 Paseo de Peralta

Follow Up Flag: Follow up
Flag Status: Flagged

Hi all,

I think we need to provide some background on the red-tag process and how Ms. Leth-Espensen has been a scofflaw. That is an important point to share with the HDRB. Please see below.

Sincerely,

Heather L. Lamboy, AICP
Director, Planning & Land Use Department
200 Lincoln Ave, Box 909
Santa Fe, NM 87505
(505) 470-5281

CITY OF SANTA FE
PLANNING & LAND USE

From: LAMBOY, HEATHER L.
Sent: Monday, November 4, 2024 12:25 PM
To: Stefanie Beninato <info@nmmediate.com>
Cc: info@havephd-willtravel.com; VENDITTI, CARLY A. <cavenditti@santafenm.gov>; ESQUIBEL, DANIEL A. <daesquibel@santafenm.gov>; MOQUINO, GARY S. <gsmoquino@santafenm.gov>; HIBNER, KYLE J. <kjhibner@santafenm.gov>; CLOUSER, REBEKAH E. <reclouser@santafenm.gov>
Subject: RE: Your facts differ from my client's 614 Paseo de Peralta

Hi Stefanie,

This is the link that I was referring to – the file size was too large to send via email.

Here's the attachment as a link for your review:
Citations and Photos 614 PdP.pdf

Sincerely,

Heather L. Lamboy, AICP
Director, Planning & Land Use Department
200 Lincoln Ave, Box 909
Santa Fe, NM 87505
(505) 470-5281

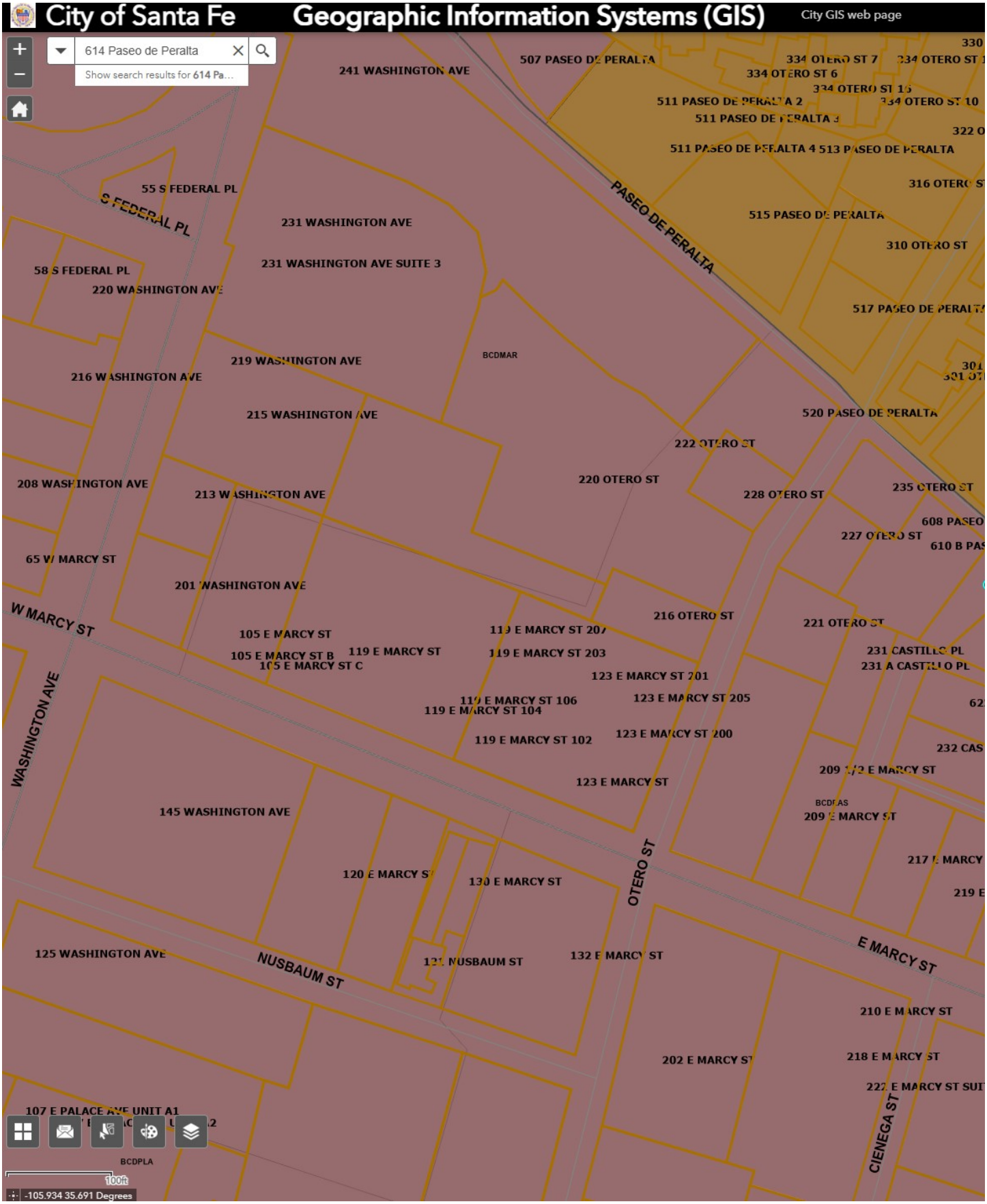
CITY OF SANTA FE
PLANNING & LAND USE

From: LAMBOY, HEATHER L.
Sent: Wednesday, October 30, 2024 5:51 PM
To: Stefanie Beninato <info@nmmediate.com>
Cc: info@havephd-willtravel.com; VENDITTI, CARLY A. <cavenditti@santafenm.gov>; ESQUIBEL, DANIEL A. <daesquibel@santafenm.gov>; MOQUINO, GARY S. <gsmoquino@santafenm.gov>; HIBNER, KYLE J. <kjhibner@santafenm.gov>; CLOUSER, REBEKAH E. <reclouser@santafenm.gov>
Subject: RE: Your facts differ from my client's 614 Paseo de Peralta

Good afternoon, Stefanie,

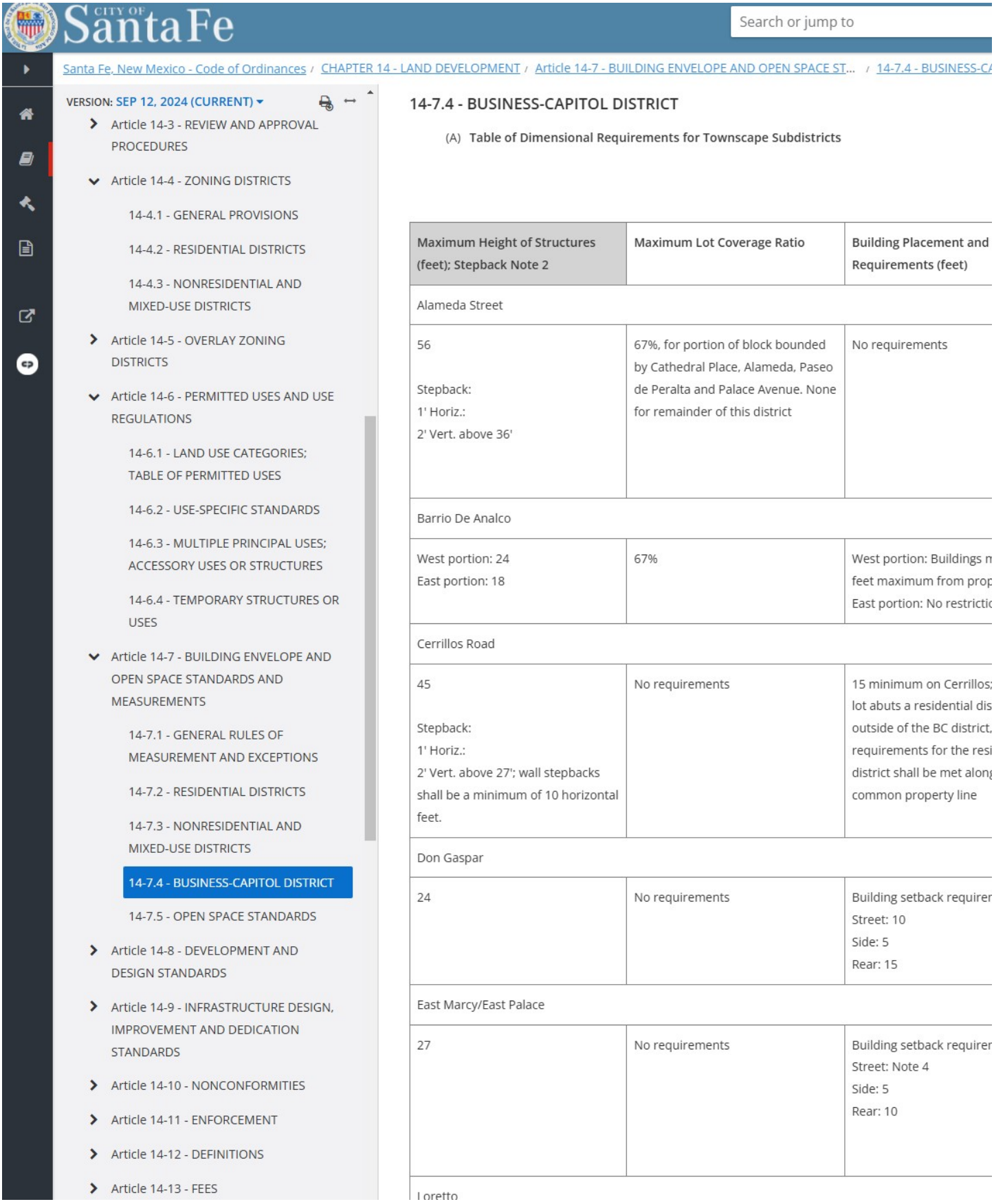
The property was red tagged by Kevin Smith, a citation was given by Anthony Maestas, and finally a citation referring the matter to court was issued (please see file link below with the paperwork).

While Paul may have assisted Ms. Leth-Espensen with scanning some paperwork, she did not do anything further. The first step is to obtain a preliminary zoning review (PZR) to assure that the proposed use and height is permitted in the zone district. The Code reference that Ms. Clouser cited has to do the with Business Capitol District (BCD) zone district standards. We do not accept an application without the PZR form, as that communicates that Current Planning has reviewed the proposal and that there are no zoning issues. The map below is from the City's Geographic Information Systems (GIS) zoning map, a link to which can be found on the City's website: https://gis.santafenm.gov/portal/apps/webappviewer/index.html?id=8cbbefaf87d44d99b4f379564e9f3c83. On a related matter, the Girls Inc property is in an R-2 zone district and not subject to the same standards as the East Marcy/East Palace BCD subdistrict.



As you can see, the subject property is in the Business Capitol District. The subdistrict is East Marcy/East Palace. The BCD has many subdistricts which reflect the unique character of each district; for example,

a subdistrict for the Capitol campus, Cerrillos Road, Don Gaspar, etc. The table of dimensional standards for the BCD Zone District can be found in Section 14-7.4(A) SFCC 1987. https://library.municode.com/nm/santa_fe/codes/code_of_ordinances?nodeId=CH14LADE_ART14-7BUENOPSPSTME_14-7.4BUPIDI

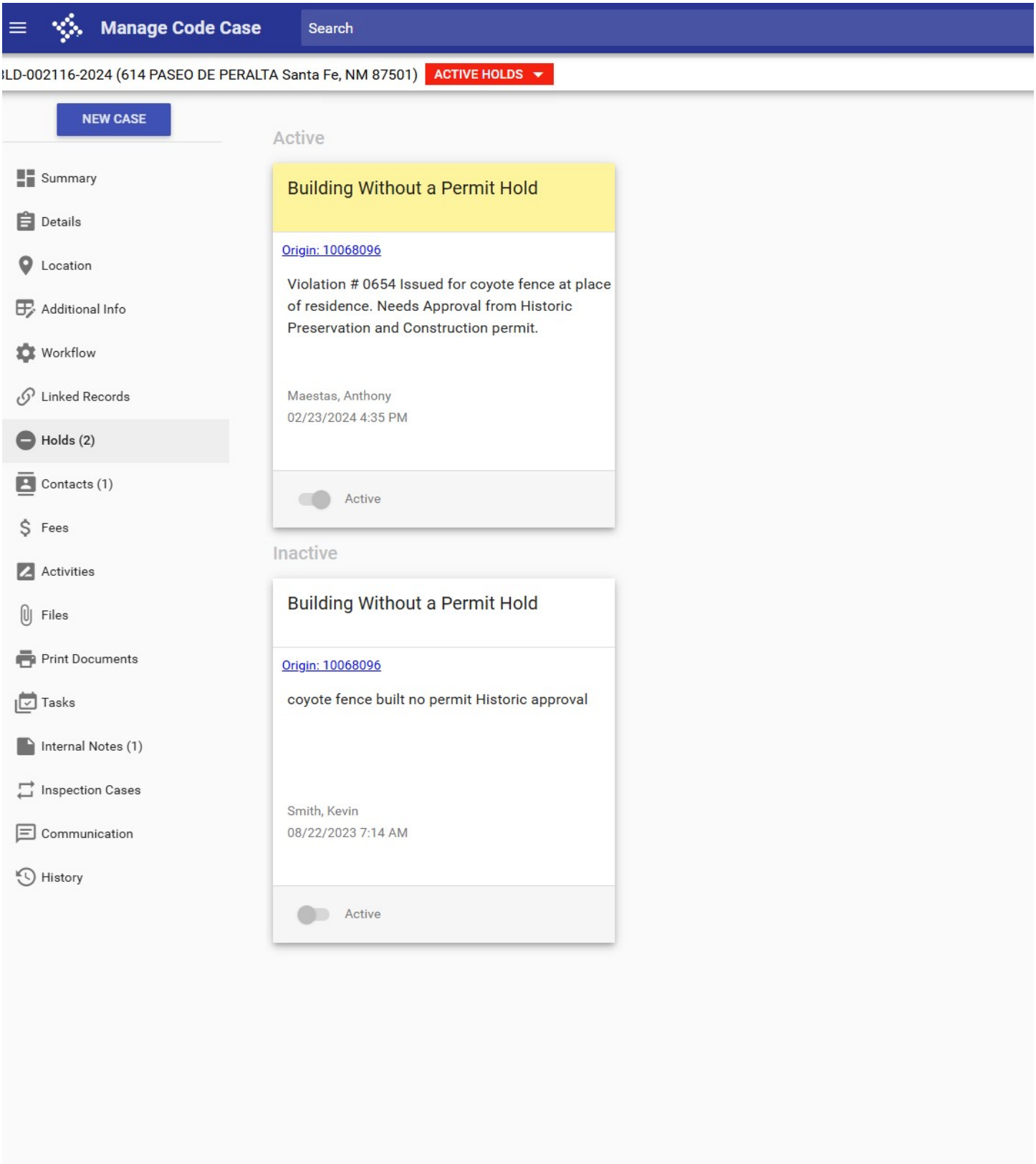


Maximum Height of Structures (feet); Stepback Note 2	Maximum Lot Coverage Ratio	Building Placement and Requirements (feet)
Alameda Street		
56 Stepback: 1' Horiz.: 2' Vert. above 36'	67%, for portion of block bounded by Cathedral Place, Alameda, Paseo de Peralta and Palace Avenue. None for remainder of this district	No requirements
Barrio De Analco		
West portion: 24 East portion: 18	67%	West portion: Buildings n feet maximum from prop East portion: No restrictic
Cerrillos Road		
45 Stepback: 1' Horiz.: 2' Vert. above 27'; wall stepbacks shall be a minimum of 10 horizontal feet.	No requirements	15 minimum on Cerrillos; lot abuts a residential dis outside of the BC district, requirements for the resi district shall be met alon common property line
Don Gaspar		
24	No requirements	Building setback requirer Street: 10 Side: 5 Rear: 15
East Marcy/East Palace		
27	No requirements	Building setback requirer Street: Note 4 Side: 5 Rear: 10
Loretto		

Ms. Leth Espensen was originally given a red tag by Kevin Smith (our Zoning Inspector) in August 2023 and January 2024. Anthony Maestas issued a citation on February 23 noting that Ms. Leth-Espensen had

not submitted an application and had not removed the fence. Anthony reinspected on April 26 and the fence remained and yet no application had been submitted. That is when Anthony referred this issue to municipal court. Since then, Assistant City Attorney Kyle Hibner has been processing this case. When the fence was originally constructed in August 2023 Constituent Services received a complaint from a community member, which was investigated and as a result the red tag issued.

Here is a snip from our computer system documenting dates:



We do try to work with applicants so they can come into compliance with the Historic Districts Ordinance. Over the past year, there have been several interactions with Ms. Leth-Espensen with staff as well as with the attorney at municipal court. Mr. Hibner shared with me that the judge most recently requested that Ms. Leth-Espensen make application to the City. As of yet, all that we have processed is a PZR. Even if the Historic Districts Ordinance permits a higher height, the underlying zoning permitted

height of 4 feet still applies; therefore, a variance to the height permitted by zoning (4 feet) will need to be reviewed and acted on by the Board of Adjustment. If a variance is granted, then the Historic Districts Review Board may then review the case.

Finally, you will find the application for a variance on this web page: https://santafenm.gov/land-use/current-planning/application-forms-and-fees.

Here's the attachment as a link for your review:
Citations and Photos 614 PdP.pdf

I hope this helps your understanding of the process and Code standards.

Sincerely,

Heather L. Lamboy, AICP
Director, Planning & Land Use Department
200 Lincoln Ave, Box 909
Santa Fe, NM 87505
(505) 470-5281

CITY OF SANTA FE
PLANNING & LAND USE

Sincerely,

Heather L. Lamboy, AICP
Director, Planning & Land Use Department
200 Lincoln Ave, Box 909
Santa Fe, NM 87505
(505) 470-5281

CITY OF SANTA FE
PLANNING & LAND USE

From: Stefanie Beninato <info@nmmediate.com>
Sent: Wednesday, October 30, 2024 9:04 AM
To: LAMBOY, HEATHER L. <hllamboy@santafenm.gov>
Cc: info@havephd-willtravel.com; VENDITTI, CARLY A. <cavenditti@santafenm.gov>; ESQUIBEL, DANIEL A. <daesquibel@santafenm.gov>; MOQUINO, GARY S. <gsmoquino@santafenm.gov>; HIBNER, KYLE J.

<kjhibner@santafenm.gov>; CLOUSER, REBEKAH E. <reclouser@santafenm.gov>
Subject: Your facts differ from my client's 614 Paseo de Peralta
Importance: High

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Heather Apparently my client and her son have a difference of opinion with your staff. I don't see Paul Duran's name on this thread. He is the one who on 1 March 2024 sent Miriam's application in—I believe he helped her scan the documents. See email below
It should be noted that Ms Clousure is citing fence heights for E Marcy and E Palace. This property is not located on either street. It is located on Paseo de Peralta. There is a 4 ft 8 inch picket fence at 618 visible from the street.
Also Ms Leth-Espensen is adamant that her fence was never redtagged. I am not surprised since there are people in my neighborhood who have been reported for unpermitted work and NEVER redtagged such as at 1008, 1023, 1025 Don Diego and 1030 Don Cubero.
My goal is to move this case to a resolution so Ms Leth-Espensen can live there safely.
What is the next step? I would like a clear pathway to resolution—no changes seven months later…like going to BOA instead of Historic…
If it is really necessary to go to the BOA, why was your staff ready to schedule this for a HBoard meeting? Really it seems even with digitalized files the right and left hands in your dept do not know what the other is doing. Please send all necessary applications today to avoid even more delay. I have submitted the PZR application; perhaps you can find the 1 March 2024 H Board application or I can submit a new one. Otherwise please send correct application for variance with instructions.
Thank you
Stefanie Beninato

---------- Forwarded message ----------
From: Robert Kohn <rkohn@outlook.com>
To: Stefanie Beninato <info@nmmediate.com>
CC: Miriam Leth-Espensen <miriamsf@me.com>
Subject: FW: 614 Paseo del Peralta Historic Districts Application
Date: Tue, 29 Oct 2024 23:45:59 +0000
Message-ID: <BL0PR02MB3700C0CD36EF0D5B3F6804D3AC4B2@BL0PR02MB3700.namprd02.prod.outlook.com>

Dear Stefanie,

It is wrong for Heather Lamboy to say that Miriam supposedly caused delays because she supposedly "has not formally applied for a permit." (As stated by Ms. Lamboy in her email sent to lots of people on Oct. 28, 2024.)

Miriam applied for a permit on March 1, 2024. (Please see below.) Would you please consider noting this fact to Ms. Lamboy and her colleagues?

Thank you,
-Rob

From: Miriam Leth-Espensen <miriamsf@mac.com>
Date: Saturday, April 20, 2024 at 8:05 AM
To: Robert Kohn <rkohn@outlook.com>
Subject: Fwd: 614 Paseo del Peralta Historic Districts Application

Sent from my iPhone

Begin forwarded message:
From: Miriam Leth-Espensen <miriamsf@me.com>
Date: March 1, 2024 at 5:02:09 PM MST
To: "DURAN, PAUL A." <paduran@santafenm.gov>
Subject: Re: 614 Paseo del Peralta Historic Districts Application
Thanks for all your help.
Enjoy the week-end.
Miriam
Sent from my iPad

On Mar 1, 2024, at 4:16 PM, DURAN, PAUL A. <paduran@santafenm.gov> wrote:

Hi Miriam,

Attached is the historic districts application. I have sent a copy to the hpdsubmittal@santafenm.gov<mailto:hpdsubmittal@santafenm.gov>

Thank you for coming in today and have a great weekend,

Paul
<614 Paseo Del Peralta.pdf>

From: Stefanie Beninato [mailto:info@nmmediate.com]
Sent: Tuesday, October 29, 2024 5:30 PM
To: 'hllamboy@santafenm.gov'
Cc: 'info@havephd-willtravel.com'; 'cavenditti@santafenm.gov'; 'daesquibel@santafenm.gov'; 'gsmoquino@santafenm.gov'; 'kjhibner@santafenm.gov'; 'reclouser@santafenm.gov'
Subject: New Requirement for 614 Paseo de Peralta

LAMBOY, HEATHER Thank you for city's history of the case. Would you cite the ordinance re BCD height variations by variance? And also what zone is Girls Inc in since it just got an exception to raise the height of its coyote fencing beyond what is allowed by the HBoard. Same concerns as Ms Leth-Espensen.
Thank you
Stefanie Beninato

L. writes:

> Hi Stefanie,
>
> Many of the delays have been caused by Ms. Leth-Espensen. She has not
> formally applied for a permit even though the preliminary contact was
> months prior to Ramon leaving (the meeting was held on September 14,
> 2023). When he did not get timely responses from her, I even reached out
> to Eric Sommer as he was present at the initial meeting.
>
> As she has not done her due diligence, the zoning standards were not
> reviewed until this point. Previously we have only discussed the project
> as it relates to the height standards, preservation and design standards
> of the Historic Districts Ordinance. Chapter 14 clearly states the
> following: Section 14-5.2(A)(5):
>

> (5)Zoning District Regulations
> The property in an historic district shall be subject to the
> requirements, uses, and other regulations of the zoning district of which
> the property is a part, except for height as regulated in Subsection 14-5.2(D).
>
> Typically, the permitted height according to the Historic Districts
> Ordinance is lower than the permitted zoning district height. In this
> case, the BCD standards apply in addition to the Historic Districts
> Ordinance. The only body permitted to vary dimensional standards as set
> forth by the zone district is the Board of Adjustment. If she wants to
> maintain the current height, a variance will be required first and then
> the Historic Districts review board may approve this case.
>
> I am sure that you know that a non-conforming condition (the height of
> the fence she replaced) may not be created again with new construction.
> The non-conforming condition was removed with the removal of the previous fence.
>
> I have included a copy of the email correspondence that Gary and I sent
> to Ms. Leth-Espensen in September 2024 outlining the application process,
> which included the statement that she should apply for her PZR immediately.
>
> Finally, Ms. Leth-Espensen has regularly removed the red tags from the
> fence, which is not permitted according to Code. She has been severely
> deficient in her response to the red tags and citation.
>
> Sincerely,
>
> Heather L. Lamboy, AICP
> Director, Planning & Land Use Department
> 200 Lincoln Ave, Box 909
> Santa Fe, NM 87505
> (505) 470-5281
>
>
>
>
> -----Original Message-----
> From: info@swguides.com <info@swguides.com>
> Sent: Monday, October 28, 2024 10:11 AM
> To: CLOUSER, REBEKAH E. <reclouser@santafenm.gov>
> Cc: info@havephd-willtravel.com; LAMBOY, HEATHER L.
> <hllamboy@santafenm.gov>; VENDITTI, CARLY A. <cavenditti@santafenm.gov>;
> ESQUIBEL, DANIEL A. <daesquibel@santafenm.gov>
> Subject: Re: 614 Paseo de Peralta PZR status
>
> CAUTION: This email originated from outside of the organization. Do not
> click links or open attachments unless you recognize the sender and know
> the content is safe.
>
>
> CLOUSER, REBEKAH The client is asking for an exception to the Historic
> standards. She does not want the fence to the accepted height of 4 ft 8

> inches. That is on the PZR application.
> Please can we go forward? This case has been open for over a year and
> delayed because of alleged staff shortages etc. Now it seems that you
> all are not in the loop on why this case is going to Historic.
> Thank you
> Stefanie Beninato
>
>
>
> E. writes:
>
>> Good Morning,
>>
>> Staff has received your legal lot of record for the property.
>> Per 14-7.4(A)-1 Table of Dimensional Requirements for Townscape
>> Subdistricts for East Marcy/ East Palace "Walls, fences, and hedges
>> permitted to maximum of 4 feet."
>> Please lower the proposed fence height to 4'.
>>
>> Thanks,
>> Rebekah Clouser
>> City of Santa Fe Land Use
>> Land Use Planner
>>
>>
>> The City of Santa Fe is initiating a review and update of the Land
>> Development Code, and invites you to participate!
>> Please visit http://www.santafeldcupdate.org/ to learn more, take our
> survey and join the mailing list.
>>
>>
>>
>> -----Original Message-----
>> From: info@havephd-willtravel.com <info@havephd-willtravel.com>
>> Sent: Friday, October 25, 2024 1:48 PM
>> To: VENDITTI, CARLY A. <cavenditti@santafenm.gov>
>> Cc: LAMBOY, HEATHER L. <hllamboy@santafenm.gov>; CLOUSER, REBEKAH E.
>> <reclouser@santafenm.gov>
>> Subject: Re: 614 Paseo de Peralta PZR status
>>
>> CAUTION: This email originated from outside of the organization. Do
>> not click links or open attachments unless you recognize the sender
>> and know the content is safe.
>>
>>
>> VENDITTI, CARLY On Wednesday Dan Esquibel contacted you and sent you
>> verification of the legal lot of record status for 614 Paseo de Peralta.
>> Since that is the only item you pointed out as missing, I was
>> expecting the review to be approved shortly after you received that
>> confirmation. I am trying to make the 28 Oct deadline for the HBoard.
>> Please advise me of status of PZR Thank you Stefanie Beninato
>>

>>
>> A. writes:
>>
>>> Good morning,
>>>
>>> The PZR for 614 Paseo de Peralta is currently incomplete, please
>>> submit legal lot of record for the property so we may move forward with our review.
>>> https://sant/
>>> afenm.gov%2Fland-use%2Flegal-lot-of-record&data=05%7C02%7Creclouser%4
>>> 0
>>> santafenm.gov%7C34c15c891c784dc8bdc308dcf52dfb6a%7C77b69f5a55ed436386
>>> 1
>>> 64867b0bc707f%7C0%7C0%7C638654825426728306%7CUnknown%7CTWFpbGZsb3d8ey
>>> J
>>> WIjoiMC4wLjAwMDAiLCJQIjoiV2luMzIiLCJBTiI6Ik1haWwiLCJXVCI6Mn0%3D%7C600
>>> 0
>>> 0%7C%7C%7C&sdata=dermLbR4exoKYs4BNzN4W09%2BMFa%2FvrZrOHvdYPPJ%2F58%3D
>>> &
>>> reserved=0
>>>
>>> Thank you,
>>> Carly
>>>
>>> Carly Venditti
>>> Senior Planner
>>> City of Santa Fe
>>> cavenditti@santafenm.gov
>>> Cell: 505.795.0675
>>> Office: 505.955.6656
>>>
>>>
>>> [cid:17ece933-1a05-43f1-9654-eb3fc77f0440]
>>>
>>> The City of Santa Fe is initiating a review of the Land Development
>>> Code, and invites you to participate!
>>>
>>> Please visit
>>> http://www/.
>>> s%2F&data=05%7C02%7Chllamboy%40santafenm.gov%7Ca5c2b9bfcbf24b758eec08
>>> dcf76b1bcc%7C77b69f5a55ed436386164867b0bc707f%7C0%7C0%7C6386572872632
>>> 86508%7CUnknown%7CTWFpbGZsb3d8eyJWIjoiMC4wLjAwMDAiLCJQIjoiV2luMzIiLCJ
>>> BTiI6Ik1haWwiLCJXVCI6Mn0%3D%7C60000%7C%7C%7C&sdata=jhy2ioRmUsp5%2BQqN
>>> vBZLbLDgPVJm7UK9bCJtjwxufsk%3D&reserved=0
>>> antafeldcupdate.org%2F&data=05%7C02%7Creclouser%40santafenm.gov%7C34c
>>> 1
>>> 5c891c784dc8bdc308dcf52dfb6a%7C77b69f5a55ed436386164867b0bc707f%7C0%7
>>> C
>>> 0%7C638654825426743191%7CUnknown%7CTWFpbGZsb3d8eyJWIjoiMC4wLjAwMDAiLC
>>> J
>>> QIjoiV2luMzIiLCJBTiI6Ik1haWwiLCJXVCI6Mn0%3D%7C60000%7C%7C%7C&sdata=Tb
>>> G
>>> O6AKFHSqIbAt55Ov5CQRoLHsH0iIzDtjkSdn7zXk%3D&reserved=0<https://gcc02.

>>> safelinks.protection.outlook.com/?url=https%3A%2F%2Fgcc02.s%2F&data=0
>>> 5%7C02%7Chllamboy%40santafenm.gov%7Ca5c2b9bfcbf24b758eec08dcf76b1bcc%
>>> 7C77b69f5a55ed436386164867b0bc707f%7C0%7C0%7C638657287263304651%7CUnk
>>> nown%7CTWFpbGZsb3d8eyJWIjoiMC4wLjAwMDAiLCJQIjoiV2luMzIiLCJBTiI6Ik1haW
>>> wiLCJXVCI6Mn0%3D%7C60000%7C%7C%7C&sdata=7pfnAj0cZPawwugsCH1mUmWSELtmU
>>> x3MoYBxAYQ19gc%3D&reserved=0
>>> afelinks.protection.outlook.com/?url=http%3A%2F%2Fwww.santafeldcupdat
>>> e
>>> .org%2F&data=05%7C02%7Creclouser%40santafenm.gov%7C34c15c891c784dc8bd
>>> c
>>> 308dcf52dfb6a%7C77b69f5a55ed436386164867b0bc707f%7C0%7C0%7C6386548254
>>> 2
>>> 6753194%7CUnknown%7CTWFpbGZsb3d8eyJWIjoiMC4wLjAwMDAiLCJQIjoiV2luMzIiL
>>> C
>>> JBTiI6Ik1haWwiLCJXVCI6Mn0%3D%7C60000%7C%7C%7C&sdata=p2T6XjYU0HokSyQYZ
>>> 1 OSGTZOY8yxAQK7dG%2F0%2BZwJuT8%3D&reserved=0>
>>> to learn more and join the mailing list.
>>>
>>> _____
>>> From: Stefanie Beninato <info@nmmediate.com> on behalf of
>>> info@havephd- willtravel.com <info@havephd-willtravel.com>
>>> Sent: Saturday, October 19, 2024 4:41 PM
>>> To: Land Use Zoning Counter <zoningcounter@santafenm.gov>
>>> Subject: 614 Paseo de Peralta preliminary zoning review work sheet
>>>
>>>
>>> CAUTION: This email originated from outside of the organization. Do
>>> not click links or open attachments unless you recognize the sender
>>> and know the content is safe.
>>>
>>>
>>> Attached please find preliminary zoning review work sheet for 614 Paseo de Peralta.
>>>
>>> The owner built the fence based on bad advice of a contractor and is now seeking a permit.
>>>
>>> Photo attached shows already existing fence that is part of the subject of the permit.
>>>
>>> If you need anything else to complete the application, please let me know.
>>>
>>> I would like to help the owner move forward-she has been working on
>>> resolving the issue for over a year now.
>>>
>>> Thank you.
>>>
>>> Stefanie Beninato
>>>
>>> Agent for Miriam Leth-Espensen
>>>
>>> 505 988 8022
> Stefanie Beninato
> PO Box 1601
> Santa Fe, NM 87504

> 505 988 8022
>

EXHIBIT D-3

1 October 2024

Historic Design Review Board

Proposal Letter

Coyote Fencing at 614 Paseo de Peralta

The owner mistakenly put up a 5ft 8 in coyote fence based on the advice of the contractor (FabianNava) who installed the fence.

It is made of wood coyote fencing approximately 2 inches in diameter. The frame is 2 3/8 steel vertical bars placed every 4 feet and 1 inch steel pipes for the cross bracing at top and bottom of fence. Bracing is on the inside of the fence as it faces the street. The vertical bars are placed in 2 ¾ inch steel pipes in the ground. On the W side, there is 15 ft of coyote fencing starting at the corner of Paseo de Peralta that is connected by a 5 ft extension to the residence. The elevation drops sharply at this point on the W side. The fence extends the 35 ft length of the property facing Paseo de Peralta with a white-painted, three-foot wide, solid wood gate with a curved top placed approximately midway down that line. The fence then angles behind a utility pole and extends another 60 feet with the elevation dropping at approximately 20 ft from the street. There is a second gate at the lower elevation just where the elevation change occurs on the E side. The fence runs approximately 36 ft past the gate on the E side and attaches to the pre-existing coyote fencing on the lower part of the property. The fence is partially hidden on the E side by the existing picket fence on the neighboring property. Other than the top, it is not visible approximately 20 feet from the street on the E side because of the elevation change.

614 Paseo de Peralta
Miriam Leth-Espensen, owner

REQUEST FOR AN EXCEPTION TO FENCE HEIGHT
Historic Districts and Historic Landmarks
Height, Pitch, Scale, Massing, and Floor Step backs Exception Criteria

(i) Do not damage the character of the streetscape

Response: The streetscape has a variety of fencing types from stone and solid masonry walls to wood fencing including coyote and picket fencing. There are 8 and 10 ft retaining walls less than half block away at the intersection of Paseo and Otero (NW and NE corners) and several coyote fences across the street.

(ii) Prevent a hardship to the applicant or an injury to the public welfare

Response: The owner is and has been a full time resident at the address since 1988 and in order to continue to reside there safely needs to raise the fence to its current built height. There have been several 911 calls and a break in at the residence which is located in close proximity to two parks—the Cross of the Martyrs and the Tommy Macione park.
The owner had replaced a blue wood fence with a lower chain link fence that supported the older wire fencing in 2003. However with the increase in trespass and robbery at her residence, the owner felt her only recourse was to replace the damaged wire fencing with a fence made of stronger material that will deter unwanted entries.
The coyote fencing will be also be easier to maintain given the heavy barrage of salt that it gets in the winter due to the location of the residence at a curve and its extreme proximity to Paseo

(iii) Strengthen the unique heterogeneous character of the city by providing a full range of design options to ensure that residents can continue to reside within the historic districts

Response: The streetscape has a variety of fencing types from stone and solid masonry walls to wood fencing including coyote and picket fencing. The increased height will allow the continued use of the structure as a residence since it will increase the owner's personal safety and decrease maintenance costs.

(iv) Are due to special conditions and circumstances which are peculiar to the land or structure involved and which are not applicable to other lands or structures in the related streetscape

Response: Other structures have more setback from the street. This lot lost most of its setback when Paseo de Peralta was created in the 1960s. Additionally this

614 Paseo de Peralta Muram letter - Espensen
Request for Exception

structure is the only one that still serves as a live work space which has been the historic use of these homes since the 1960s.

(v) Are due to special conditions and circumstances which are not a result of the actions of the applicant

Response: The owner is not responsible for the rise in property crime and drug use. Her property is located near two parks which at times serve as magnets for these types of behavior

(vi) Provide the least negative impact with respect to the purpose of this section as set forth in Subsection 14-5.2(A)(1)

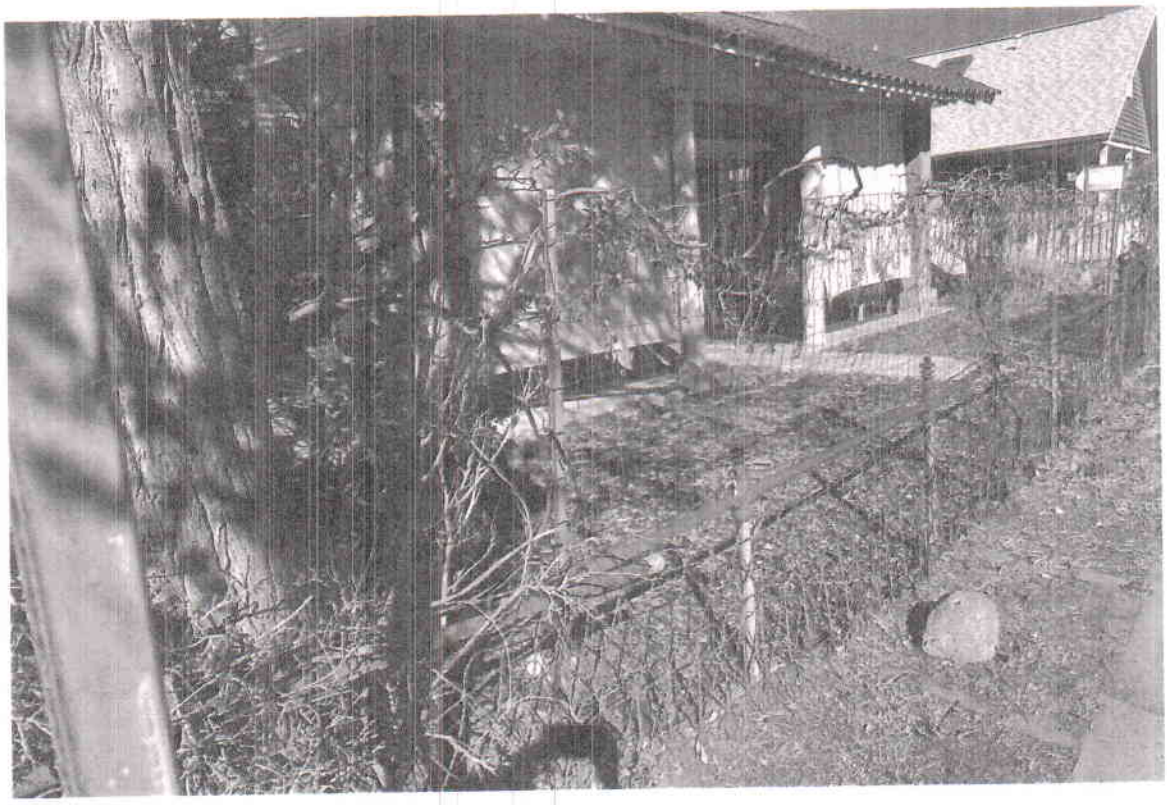
Response: The owner understood from the contractor that if she kept the fence below six feet, she would not need a permit. She deliberately kept the fence to 5ft 8 inches for its entire length whether on the street or on a side line. It is the minimum she feels will deter entry onto her property from Paseo. The type of material being used is compatible with the existing streetscape. There are fences and walls in close proximity that are or will be higher

614 Paseo de Peralta
Miriam Beth Espensen



Original fence in 1988 when I moved here

614 Acequia Madre
Miriam Leth-Espensen



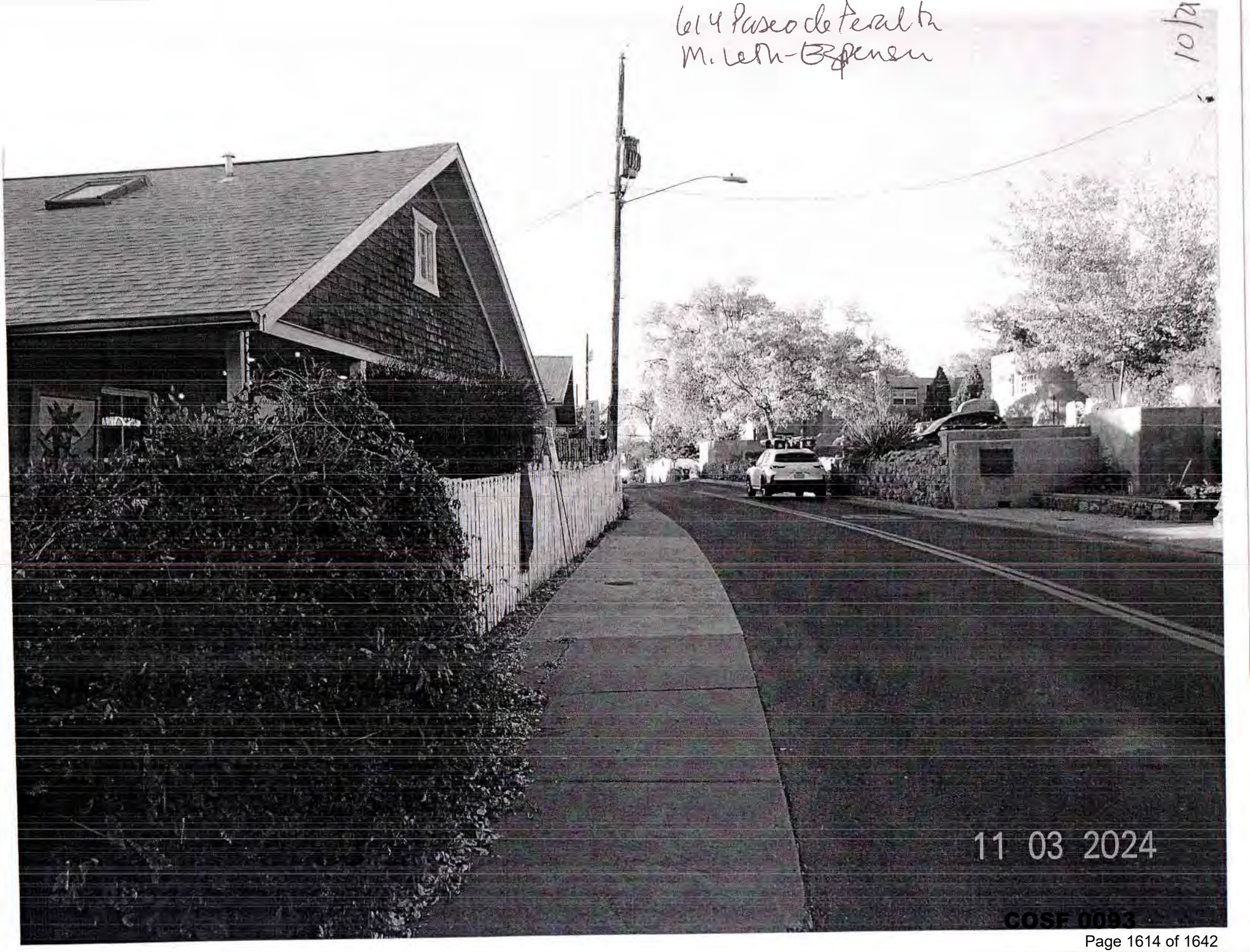
Original wire fence supported by newer wire fence behind

to 144 Paseo de Peralta ~~Exhibit W~~

My new fence Miriam Leth Espensen

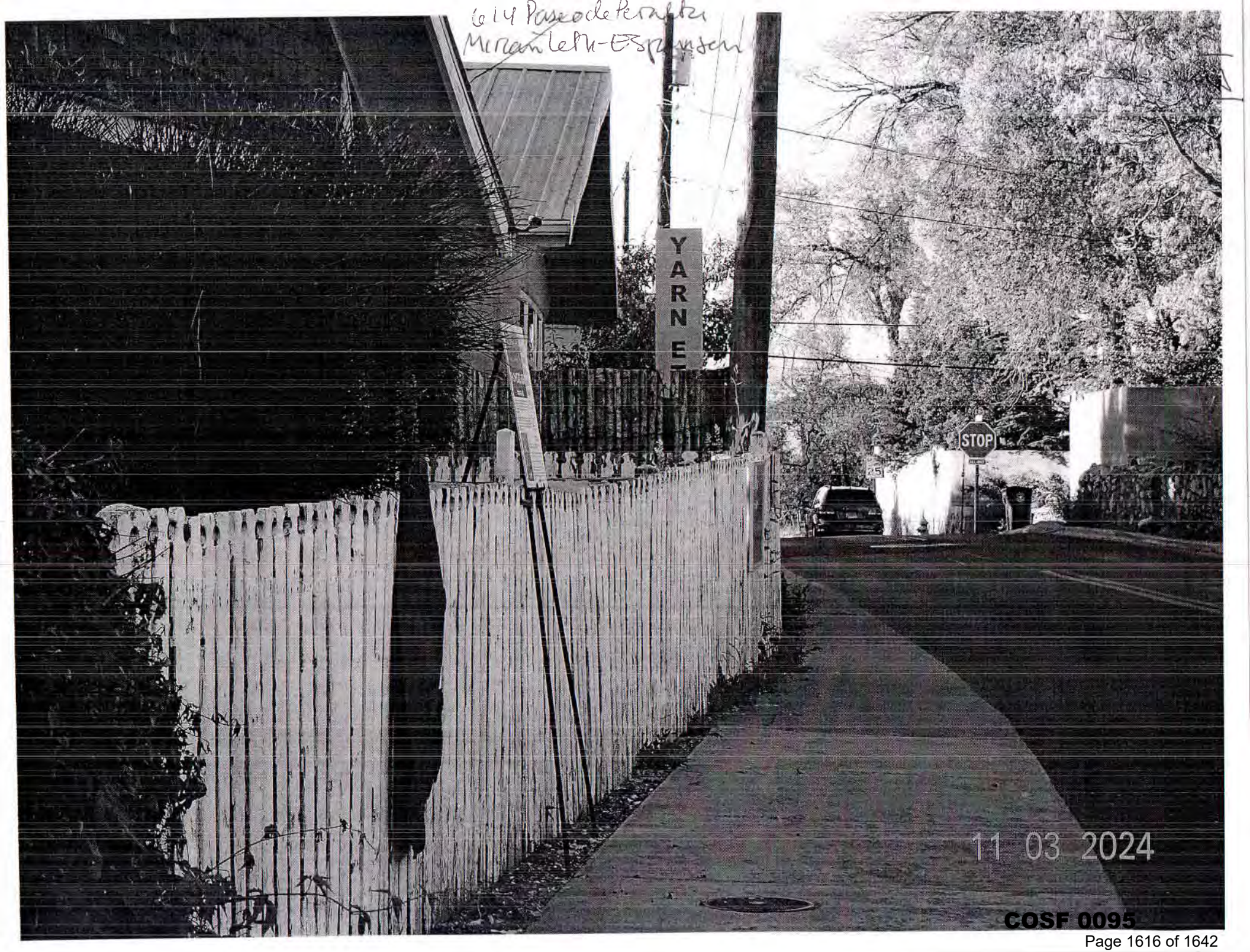
5'8"




614 Paseo de Peralta
M. Lehn-Bjensen
11 03 2024


11 03 2024

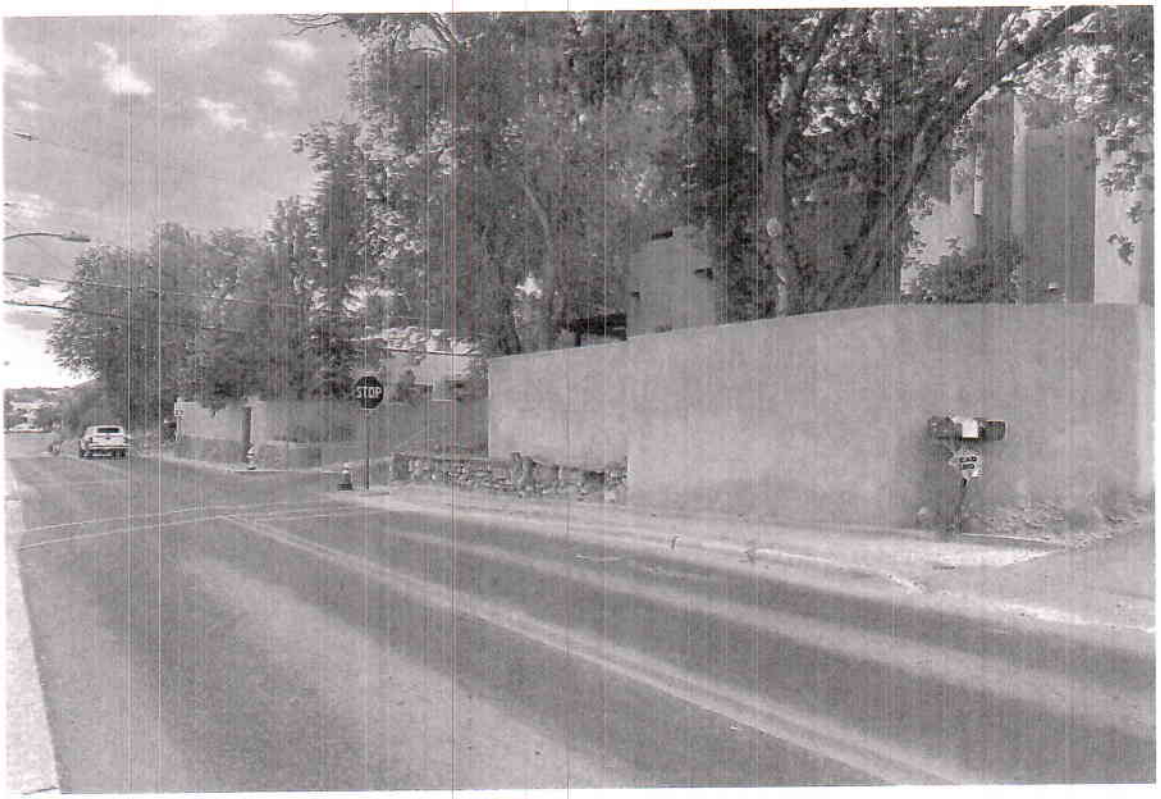
614 Paseo de Peralta
Miriam Leth-Espinosa




614 Paseo de Peralta
M. Loh-Bjensen
13/21
11 03 2024


614 Paseo de Peralta
M. Leth Espensen
11 03 2024

614 Paseo de Peralta
Miriam Lerner-Spencer

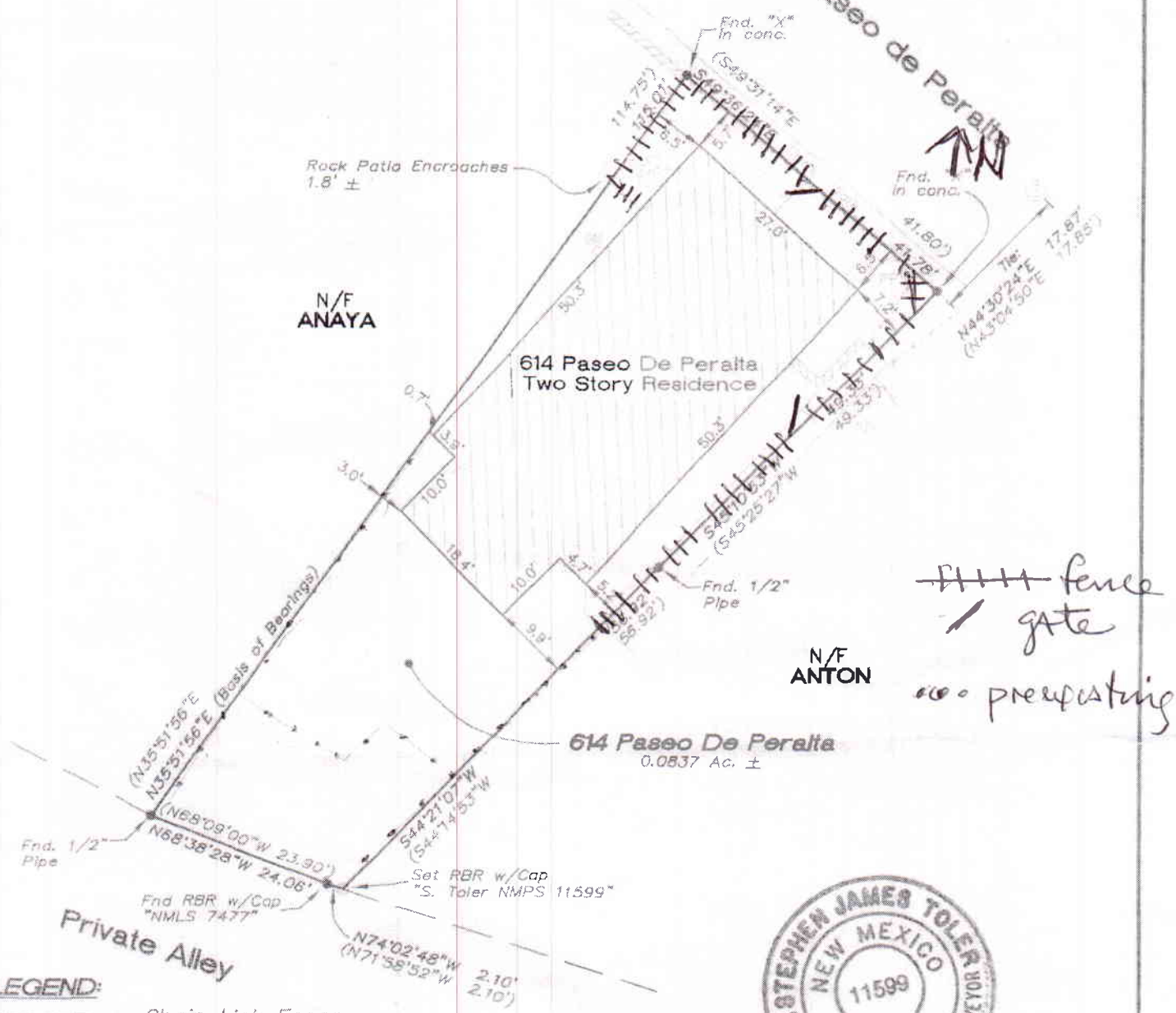


Concrete wall/corner of Peralta and Otero 16'

614 Paseo de Peralta
Existing + Proposed Site Plan (Already Built)

Boundary Survey Plat for
Santa Fe School of Weaving
Miriam's Well
Fine Arts Gallery

614 Paseo De Peralta
City and County of Santa Fe, New Mexico
July, 2003



fence / gate
pre-existing

STEPHEN JAMES TOLER
NEW MEXICO
11599
REGISTERED PROFESSIONAL SURVEYOR

LEGEND:

- = Chain Link Fence
- = Coyote Fence (EXISTING 2003)
- = Stucco Wall
- = Sanitary Sewer Manhole
- = Power Pole
- = Gas Meter
- = Found Monument as Noted
- = Set Monument as Noted

NOTES:

1.) Bearings shown hereon are referred to the westerly boundary of the subject property per the Plat of Survey of said property filed 2/26/87 in Book 171, Page 032 as Document No. 615,823.

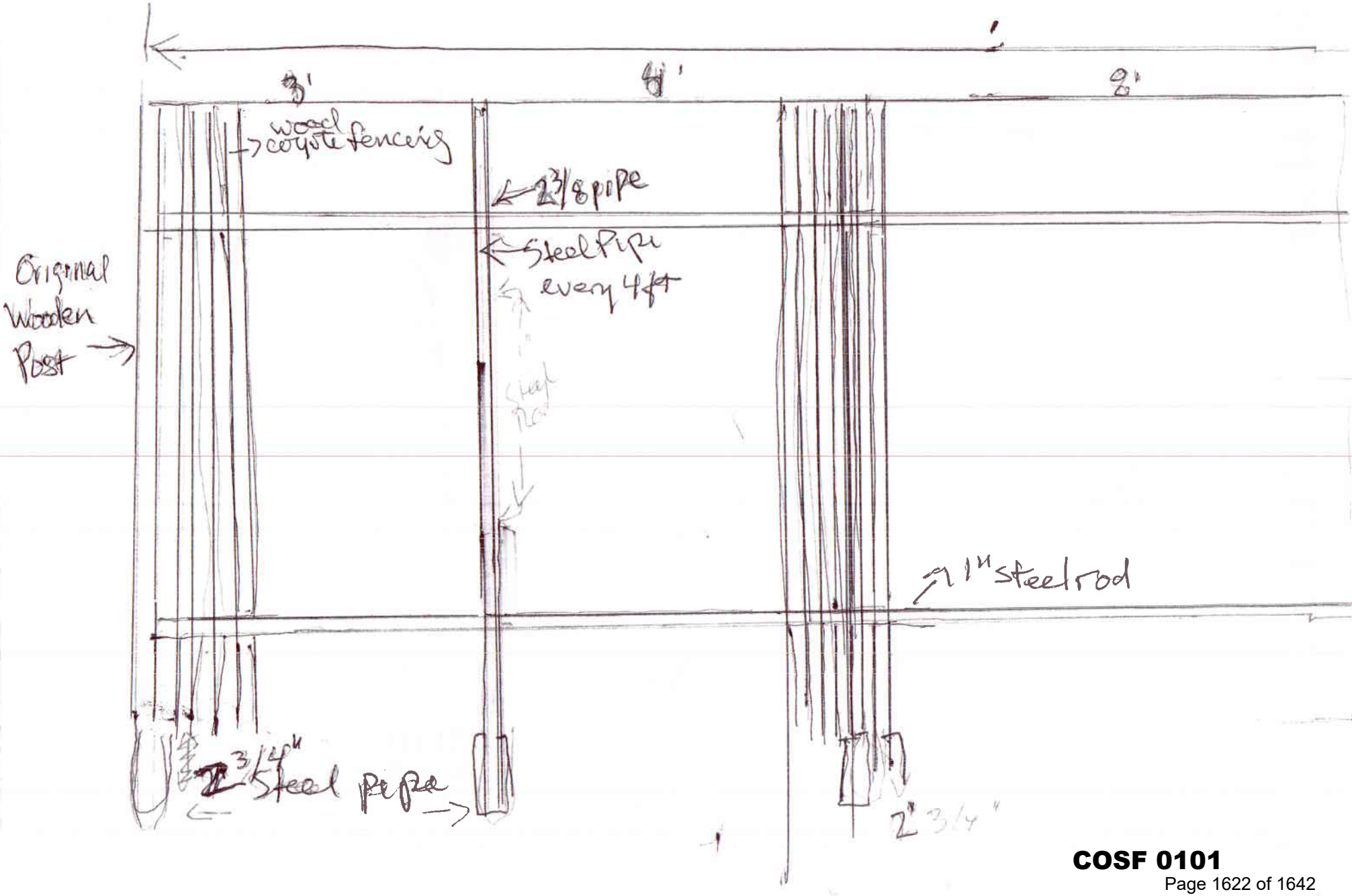


location map of fencing shown

Typical Fence Elevation (Inside View)

614 Paseo de Peralta

Miriam Leth-Espensen



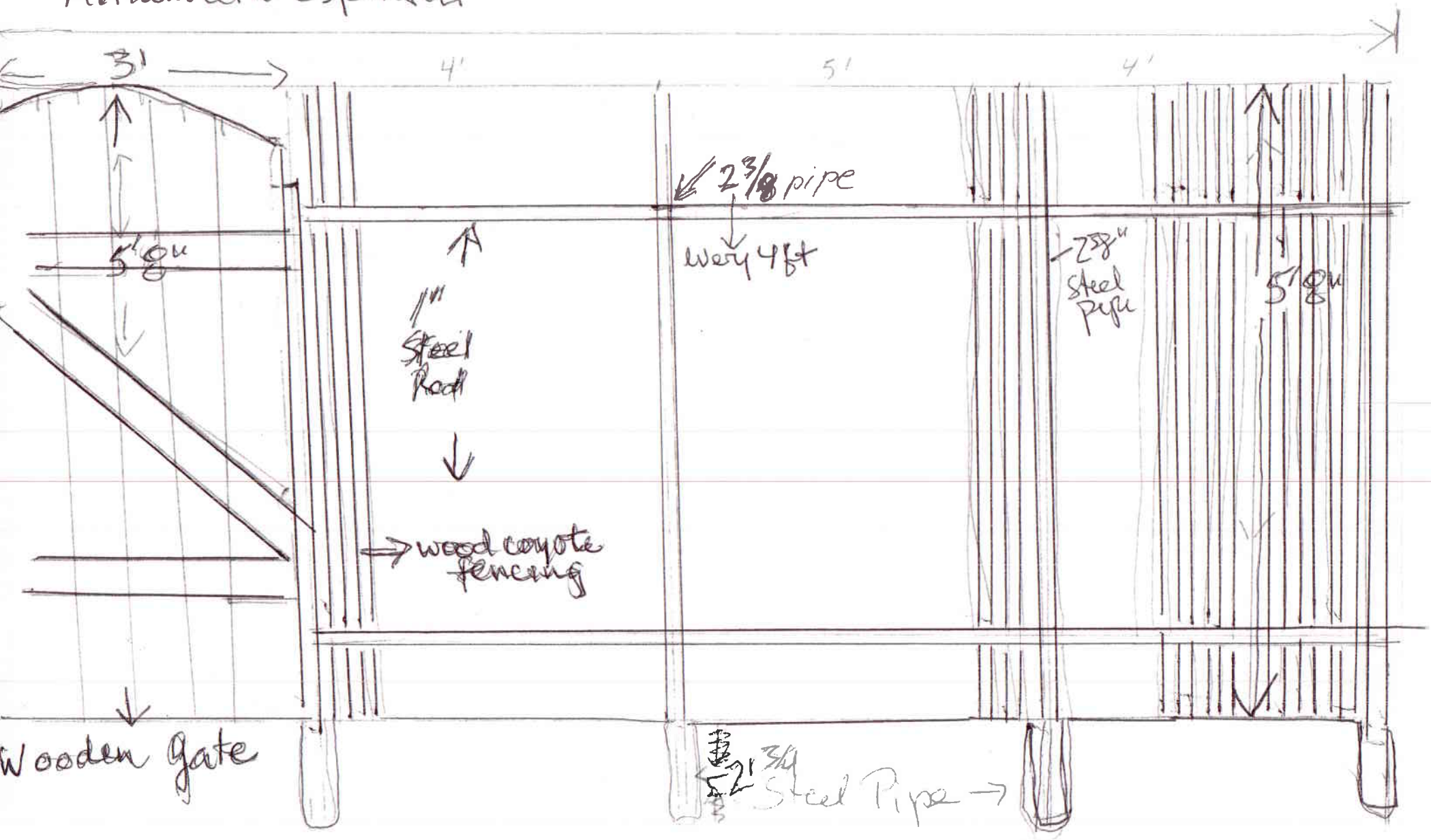
614
Paseo de Peralta

HDRB

19/21

Typical Fence Elevation w/ ~~Gate~~ (Inside View)

Merriam Leth-Espensen



letter from owner to planning staff

From: **Miriam Leth-Espensen** miriamsf@mac.com
Subject: The fence
Date: August 18, 2023 at 9:25 AM
To: Lani J. Mcculley ljmcculley@santafenm.gov
Cc: Miriam Leth-Espensen miriamsf@me.com

Good morning!
I couldn't fall asleep last night, till I remembered why I thought, I did not need a permit for the Peralta fence.
When I came in 1988, there was a wooden fence on my Peralta property, it was natural wood. After a couple of years the fence started to deteriorate, in part because when it snows and the city truck sprays salt on the street, it sprays the nasty salt mixture onto my fence. So, for a couple of years in the spring I would clean it off, and then I began painting it white to make it look nice. I finally had enough and thought that if I replaced it with a coyote fence, which I wouldn't have to paint.

I did go to the permit office to make sure that was ok, and I was told that as long as the new fence did not exceed the old one in hight, I did not need a permit. As it turned out I could not afford the coyote fence at the time with two kids still in college, so I opted for the cheap wire fence.
I don't remember exactly how many inches the wooden fence measured, but it was tall enough, so I didn't need curtains for privacy and similar in hight to the new fence.

The rules may have changed since that time, and I should have checked back. I apologize.
I hope everything will turn out okay, because in addition to aesthetics, I also have security concerns. In the second picture I sent you see a large police presence. There are regular 911 calls from this area. I myself had to call three times during COVID, and before that several times, including when I was robbed at by home.

Thank you for your help and consideration.

Miriam

614 Paseo de Peralta
Miriam Leth-Espensen owner
HDRB Application Supplement
TIME LINE ACCORDING TO OWNER's DOCUMENTATION

Ms Leth-Espensen (Miriam) hired Fabian Nava in August 2023 to build the fence. Nava, holding myself out as a licensed contractor, assured Miriam that she would not need a permit if the fence was under 6 ft tall. She chose to make it 5 ft 8 inches.

The first LUD meeting was with Eric Sommer who accompanied Miriam to the meeting, Lani McCullen, Ramon Sarason and one other member from zoning on 9/14/2024. Mr Mann, Miriam's neighbor, filed a complaint about the fence. This meeting was in response to the complaint. At that meeting Miriam was told by Lani that coyote fences visible from the street were not allowed in the Historic district and the only fencing in that area that would be allowed was a 4'6" white picket fence.

Anthony Maestas inspected the fence and told Miriam not to change the current fence without a permit because it would cause a lot of trouble. Miriam received 2 red tags by mail dated 2/23/24 and 4/17/24 from Mr. Maestas following his inspection. NO redtag was ever posted on the property and Miriam did not remove any redtag.

After the first redtag by mail, Miriam met with Paul Duran who helped her with the application form (Email 3/1/2024). The email from Mr. Duran indicates that a 48" coyote fence was ok without a permit and at that time he also told Miriam what documents to prepare for the application.
Mariam prepared the documents but was told by Mr. Duran not to bring them in until a planner was assigned and that a planner would be assigned shortly. 3/8/2024 email.

Miriam and her son Rob Kohn met with Gary Moquino on 5/15/2024 following her court appearance in municipal court when she pleaded not guilty to the criminal charge the city lodged against her for construction of the fence. Again Gary Moquino assured them a planner would be assigned shortly. Gary Moquino told them he could administratively approve a 6 ft high white picket fence.

Miriam hired Stefanie Beninato as her agent on approximately 9.26.2024 when there was no movement by the city to assign a planner and resolve this issue.

Beninato requested a planner for the case and followed up with the LUD (9/30/2024 email) on the matter and was assigned HDRB staff, Lani McCulley in the beginning of October 2024.

Beninato submitted the PZR on 10/21/2024 and was told on 10/23/2024 that the case would have to first go to the BOA and that dual approval was needed.

After speaking with Beninato on 11/1/2024, the LUD agreed to have the HDRB decide the case first and then send it to the BOA. The HDRB application was submitted on 11/11/2024

21/21

EXHIBIT D-4

WALL AND FENCE GUIDELINES
SANTA FE HISTORIC DISTRICTS

[ADOPTED 24 AUGUST 1999]

Purpose and intent: These guidelines are offered to promote continuity and harmony of design elements that comprise streetscape in the Santa Fe Historic Districts, including, but not limited to walls, fences, open space and landscaping and their connectivity to the primary structures(s) on the property and the physical character of the street or public façade of the property. These guidelines are consistent with the purpose and intent, and standards in the Historic Districts Ordinance [Section 14-70 SFCC 1987].

SCALE:

Walls should not extend for more than 50 feet in a single, horizontal plane without a plane change of at least one foot.

Wall heights should modulate a minimum of 8 inches, or one block course, at least every 25'.

Walls should include openings such as gates, windows and nichos at appropriate intervals.

Walls and fences in excess of 4 feet in height and having street frontage or visibility shall be brought to the HDRB for review and approval prior to submission for building permit review. Where there is a conflict between this guideline and the allowable height as calculated under Section 14-70.20 SFCC 1987, the latter shall prevail. [This supersedes the HDRB's 8/13/96 policy requiring the same for walls or fences in excess of 3 feet in height. It encourages the construction of lower privacy walls that still allow the structure on the site to make a contribution to the streetscape, and provide for a view shed into the property. This is recommended in response to the proliferation of inappropriately high yard walls that have been and are being constructed throughout the city's historic districts, causing an impact on the historic and visual character of the historic districts.]

Wall heights should be carefully regulated by the HDRB standards as calculable for the particular streetscapes [Section 14-70.20 SFCC 1987]; and should be restricted so as not to increase the allowable height for the streetscape by more than 20%.

Solid fences should be stepped back and modulated the same as walls.

Fences with fenestration, such as coyote fences, may continue in an unrestricted horizontal distance at the same height and in the same horizontal plane.

SETBACK:

Unfenestrated walls and fences (e.g. cedar stake, ponderosa slat) should setback from the front property line an average of 1 foot for every 10 feet of horizontal length of the wall. This could be accomplished in a single plane or with step backs as outlined above.

Open fences (e.g. wire and post, picket) or fenestrated fences (e.g. coyote) may be constructed without setback at the front property line, unless otherwise regulated by the underlying zoning.

Walls with openings comprising 20% of the surface area of a single plane may be constructed at the property line, unless restricted by the underlying zoning.

Side or rear walls or fences may be constructed at the property line as per that allowed by the underlying zoning.

Walls or fences within existing compounds should be restricted to privacy barriers to enclose courtyards, parking and private areas; and should be connected to and not extend more than 25 feet from the main structure. However, walls or fences should not be connected to significant structures. Desired connections may be made to significant structures by way of other means [e.g. Landscaping]. These treatments will help maintain traditional compound common elements, such as open space and the ability to communicate with neighbors, and therefore assist in the preservation of the character of existing compounds.

MATERIAL, TEXTURE AND COLOR:

Walls should be predominantly of the same material, texture and color as the main structure(s) to be located on the property, or may be of material indigenous or traditional for the area such as river rock, limestone, flagstone or slate.

Fences should be of the material, texture and color of fences typical of the existing streetscape or design vernacular if applicable to a particular H-District or streetscape.

GATES:

Vehicular gates should be permitted only at entrances to private driveways or compounds and set back in accordance with the underlying zoning.

Vehicular gating of subdivisions or other large-scale developments is strongly discouraged, and may be prohibited [See City of Santa Fe 1999 General Plan].

Gates should be designed to complement the wall or fence treatment containing them with respect to scale, height, material, texture and color. Fenestrated gates should be encouraged as opposed to solid gates.

LANDSCAPING (Suggested Options)

Walls and fences in excess of 50' in length should install landscaping along the exterior façade within the suggested setback or step back.

Landscaping on top of or over a wall is encouraged to provide for additional screening if desired from the interior of the property.

Terracing of walls is encouraged and should be landscaped.

The use of native, drought resistant plant material is encouraged in all wall, fence or terrace landscaping.

City of Santa Fe

Land Use Department
200 Lincoln Ave.
Santa Fe, New Mexico 87504-0909

EXHIBIT E

PROJECT DESC: 2024-009478-HDRB, 614 Paseo de Peralta, Downtown & Eastside Historic District, Contributing, Stefanie Beninato, agent for Miriam Leth Espensen, owner, proposes to construct a 5'-8" high coyote fence with pedestrian gates where the maximum allowable height is 4'-6". Exceptions are requested to 14-5.2(D)(9) to exceed the maximum allowable height.

CASE NUMBER: 2024-009478--HDRB

PROJECT TYPE: Remodel

LOCATION: 614 PASEO DE PERALTA
Santa Fe, NM 87501

CONTACTS:			
	Applicant	Leth-Espensen Trust	614 paseo de peralta SANTA FE, NM 87501-1957
	Property Owner/Builder	Leth-Espensen Trust	614 paseo de peralta SANTA FE, NM 87501-1957

BOARD ACTION

This is to certify that the Historic Districts Review Board (HDRB) acted on your request at their hearing on Dec 10, 2024. The decision of the Board was to deny the application without prejudice finding the exception criteria have not been met for the application as submitted, citing the fencing material, the height, as well as the impact on the streetscape as the three primary concerns. A new application with a different design must be submitted within 90 days from the hearing date. The existing fence must be removed within 90 days.

For further information please call 505-955-6605.

Sincerely,

Lani McCulley

NOTE: Applicant can use this action letter to apply for construction permit, but the permit shall not be released until the end of the appeal period which starts on the date of filing of the Findings and Conclusions in the City Clerk's office (SFCC 14-3.17(D)). Your permit will be denied if any changes on plans that were not approved by the HDRB or if conditions of approval are not met. **Please attach copies of this letter to all sets when submitting for construction permits.**

CODE CASE DETAILED REPORT Requests-001740-2023
FOR CITY OF SANTA FE

Case Type:	Constituent Requests	**Project:**		**Opened Date:**	08/17/2023
Status:	In Progress	**District:**	Council District 1	**Closed Date:**	NOT CLOSED
Assigned To:	Isabella Sharpe	**Description:**	CRM 18271: 614 Paseo de Peralta continues to build a fence (access behind Castillo Place) without a permit, survey or consideration of the Historic Board. The fence will also restrict & or stop our legal access to Paseo de Peralta. The workers will not acknowledge our concerns & say only doing what the owner wants. We already registered a complaint yesterday.		

Parcel:		**Address:**		**Zone:**	
10068096	Main	614 Paseo De Peralta Santa Fe, NM 87501	Main	BCDEAS (ZN: BCDEAS)	

Note	**Created By**	**Date and Time Created**
1. i have issued the owner a violation notice for the fence, also i have given her the contact information for the Historic District.	Kevin Smith	8/18/2023 6:58 am

EXHIBIT F



City of Santa Fe
Land Use Department
200 Lincoln Ave.
Santa Fe, New Mexico 87504-0909

Case Number: BLD-002116-2024

Violation Notice

Case Type: Building

Date Case Established: 01/11/2024

Compliance Deadline: 02/22/2024

Owner: Leth-Espensen Trust

Mailing Address

Leth-Espensen Trust
614 paseo de peralta
SANTA FE, NM 87501-1957

Notice of Violation for the following location:

Address	Parcel
614 PASEO DE PERALTA Santa Fe, NM 87501	**10068096**

Violation: Building without a Permit - Building - 14.5.2.8 Building without a Building permit.
Permits required. Subject to CILA Sections 60-13-3 and Section 60-13-45 NMSA 1978, and the provisions of the division rules, no building or structure shall be erected, constructed, enlarged, altered, repaired, moved, improved, removed, converted or demolished, no electrical wiring, plumbing or mechanical work and LP gas work as defined and described in the applicable New Mexico construction codes for those trades, may be installed, repaired or maintained in or on such building or structure, unless the applicable permit has first been obtained from the division, unless otherwise provided by statutes or rule. All re-roofs and applications of roof coatings require a building permit and inspections.

Corrective Action: Obtain Building Permit

Compliance Date: 02/22/2024

NOTICE OF VIOLATION

Should compliance not be adhered to, you will be subject to the penalties of Section 1-3.1. "Any violation of the Santa Fe City Code of 1987, not specifically provided for in any ordinance, resolution, rule, regulation or order to the contrary, is punishable by a fine of not more than five hundred dollars ($500.00) or by imprisonment in the county jail for a term of not more than ninety (90) days, or by both such fine and imprisonment. Every day that any such violation continues constitutes a separate offense, except where otherwise provided."

Sincerely,

City Copy

Kevin Smith

U.S. Postal Service
CERTIFIED MAIL RECEIPT
(Domestic Mail Only; No Insurance Coverage Provided)

OFFICIAL USE

Postage	$ 0.63
Certified Fee	4.35
Return Receipt Fee (Endorsement Required)	3.45
Restricted Delivery Fee (Endorsement Required)	
Total Postage & Fees	$ 8.43

SANTA FE NM 87501 JAN 12 2024 Postmark Here

Sent To: Leth - Espensen Trust
Street, Apt. No.; or PO Box No.: 614 Paseo de Peralta
City, State, ZIP+4: Santa Fe, NM 87501-1957

PS Form 3800, January 2001 See Reverse for Instructions

7002 0510 0003 6710 6901

HIS SECTION ON DELIVERY

☐ Agent
☐ Addressee

(Printed Name) C. Date of Delivery

Received
JAN 16 2023

ddress different from item 1? ☐ Yes
r delivery address below: ☐ No

Stephen Bartels
NM Taxation & Revenue

Mail ☐ Express Mail
d ☐ Return Receipt for Merchandise
Mail ☐ C.O.D.

elivery? (Extra Fee) ☐ Yes

PS Form 3811, August 2001 Domestic Return Receipt 102595-02-M-0835

Case Number: **BLD-002116-2024**
Case Type: **Building**
Date Case Established: **01/11/2024**
Compliance Deadline: **02/22/2024**

Santa Fe, NM 87501

Violation: Building without a Permit - Building - 14.5.2.8 Building without a Building permit.
Permits required. Subject to CILA Sections 60-13-3 and Section 60-13-45 NMSA 1978, and the provisions of the division rules, no building or structure shall be erected, constructed, enlarged, altered, repaired, moved, improved, removed, converted or demolished, no electrical wiring, plumbing or mechanical work and LP gas work as defined and described in the applicable New Mexico construction codes for those trades, may be installed, repaired or maintained in or on such building or structure, unless the applicable permit has first been obtained from the division, unless otherwise provided by statutes or rule. All re-roofs and applications of roof coatings require a building permit and inspections.

Corrective Action: Obtain Building Permit

Compliance Date: 02/22/2024

NOTICE OF VIOLATION

Should compliance not be adhered to, you will be subject to the penalties of Section 1-3.1. "Any violation of the Santa Fe City Code of 1987, not specifically provided for in any ordinance, resolution, rule, regulation or order to the contrary, is punishable by a fine of not more than five hundred dollars ($500.00) or by imprisonment in the county jail for a term of not more than ninety (90) days, or by both such fine and imprisonment. Every day that any such violation continues constitutes a separate offense, except where otherwise provided."

Sincerely,

City Copy

Kevin Smith

City of Santa Fe
Land Use Department
200 Lincoln Ave.
Santa Fe, New Mexico 87504-0909

Case Number: BLD-002515-2024

Violation Notice

Case Type: Building

Date Case Established: 04/11/2024

Compliance Deadline: 05/23/2024

Owner: Leth-Espensen Trust

Mailing Address

Leth-Espensen Trust
614 paseo de peralta
SANTA FE, NM 87501-1957

FILED
04/15/2024
SANTA FE
MUNICIPAL COURT
PO BOX 909
SANTA FE, NM 87504

Notice of Violation for the following location:

Address	Parcel
614 PASEO DE PERALTA Santa Fe, NM 87501	**10068096**

Violation: Building without a Permit - Building - 14.5.2.8 Building without a Building permit.
Permits required. Subject to CILA Sections 60-13-3 and Section 60-13-45 NMSA 1978, and the provisions of the division rules, no building or structure shall be erected, constructed, enlarged, altered, repaired, moved, improved, removed, converted or demolished, no electrical wiring, plumbing or mechanical work and LP gas work as defined and described in the applicable New Mexico construction codes for those trades, may be installed, repaired or maintained in or on such building or structure, unless the applicable permit has first been obtained from the division, unless otherwise provided by statutes or rule. All re-roofs and applications of roof coatings require a building permit and inspections.

Corrective Action: Obtain Building Permit

Compliance Date: 05/23/2024

NOTICE OF VIOLATION

Should compliance not be adhered to, you will be subject to the penalties of Section 1-3.1. "Any violation of the Santa Fe City Code of 1987, not specifically provided for in any ordinance, resolution, rule, regulation or order to the contrary, is punishable by a fine of not more than five hundred dollars ($500.00) or by imprisonment in the county jail for a term of not more than ninety (90) days, or by both such fine and imprisonment. Every day that any such violation continues constitutes a separate offense, except where otherwise provided."

Sincerely,

Anthony Maestas

City Copy
4/11/24

State of New Mexico City of Santa Fe **LAND USE CITATION**	The undersigned officer complains and says that	0951 Non-traffic citation

Defendant's Name: Miriam LetheSpensen

Address: 614 Paseo De Peralta

City & State: Santa Fe New Mexico

Phone #: | Date of Birth: 10/19/1944

Social Security #: (If possible) | Place of Employment

Driver License #: 039095459 | State: N.M.

on Friday date 4/12/24 at 8:00 Am hrs.,

at (location) 614 Paseo De Peralta

did there and then commit the offense of:

(Common Name) Construction Permit ,

in violation of: ~~X~~ City Ordinance 14-3.11

Essential Facts Case # BLD-002515-2024

Unapproved construction at place of residence (fence)

No approval from Historic Preservation and no construction permit

Officer's Signature	Officer Printed Name	Phone #
[signature]	Anthony Maestas	505-955-6571

I acknowledge receipt of this notice and without admitting guilt agree to appear in: ☐ Municipal Court, 2511 Camino Entrada, Santa Fe, N M

on _____ date _____ at _____ am pm

Signature: Certified mail

EXHIBIT G

CITY OF SANTA FE HISTORIC PRESERVATION DIVISION
HISTORIC DISTRICTS APPLICATION

Applicant Information (to be completed by the Applicant)

Date: 3/1/2024 Location of Project: 614 Paseo de Peralta

Applicant

Name: Miriam Leth-Espensen

Phone: 505-918-8810 Email: miriam@fame.com

Property Owner

Name: Miriam Leth-Espensen

Phone: 505-918-8810 Email: miriam@fame.com

Proposed Work:

construction of a new fence

At a minimum these materials will be required in addition to this application form:

- Proposal letter stating the details of the scope of work.
- Site plan or map of the project area with the location of the work noted on the map.
- Photos of the current condition of the areas of work.
- Scaled floor plan and elevations if appropriate to your project.

Provide all information digitally to mgsargent@santafenm.gov . See the HPD webpage for detailed instruction. https://www.santafenm.gov/land-use/historic-preservation/hpd-procedures

Examples of Maintenance and Repair Requests:

Re-roof	*Solar	Concrete	Stucco and Paint
Skylights	Brick Coping	Hardscaping	*Windows and Doors
Canales	*Fences, Walls, and Gates	Exterior Lights	Mechanical Equipment

*May require HDRB approval.

Examples of HDRB Requests:
Demolition, Status Review, Removal of Historic Material, Additional Square Footage**, Remodel**, Window and Door Replacement**
**District dependent

Project Details Section (to be completed by Applicant)

Projects may require HDRB approval. Please submit this application form in addition to the list of materials and requirements for HDRB approval, whic can be found at https://www.santafenm.gov/land-use/historic-preservation/hdrb-hearings-and-cases .

New Construction	Remodel
☒	☐
Sq. Ft. of project: _____	Sq. Ft. of project: _____

Construction Cost: $ 2800.00

AFIDAVIT AUTHORIZING AGENT/APPLICANT

As the Owner and holder of title of the above listed property I/we authorize the Agent/Applicant to act on my/our behalf to execute this application.

Print Name Miriam Leth-Espensen

Signature M. Leth-Espensen

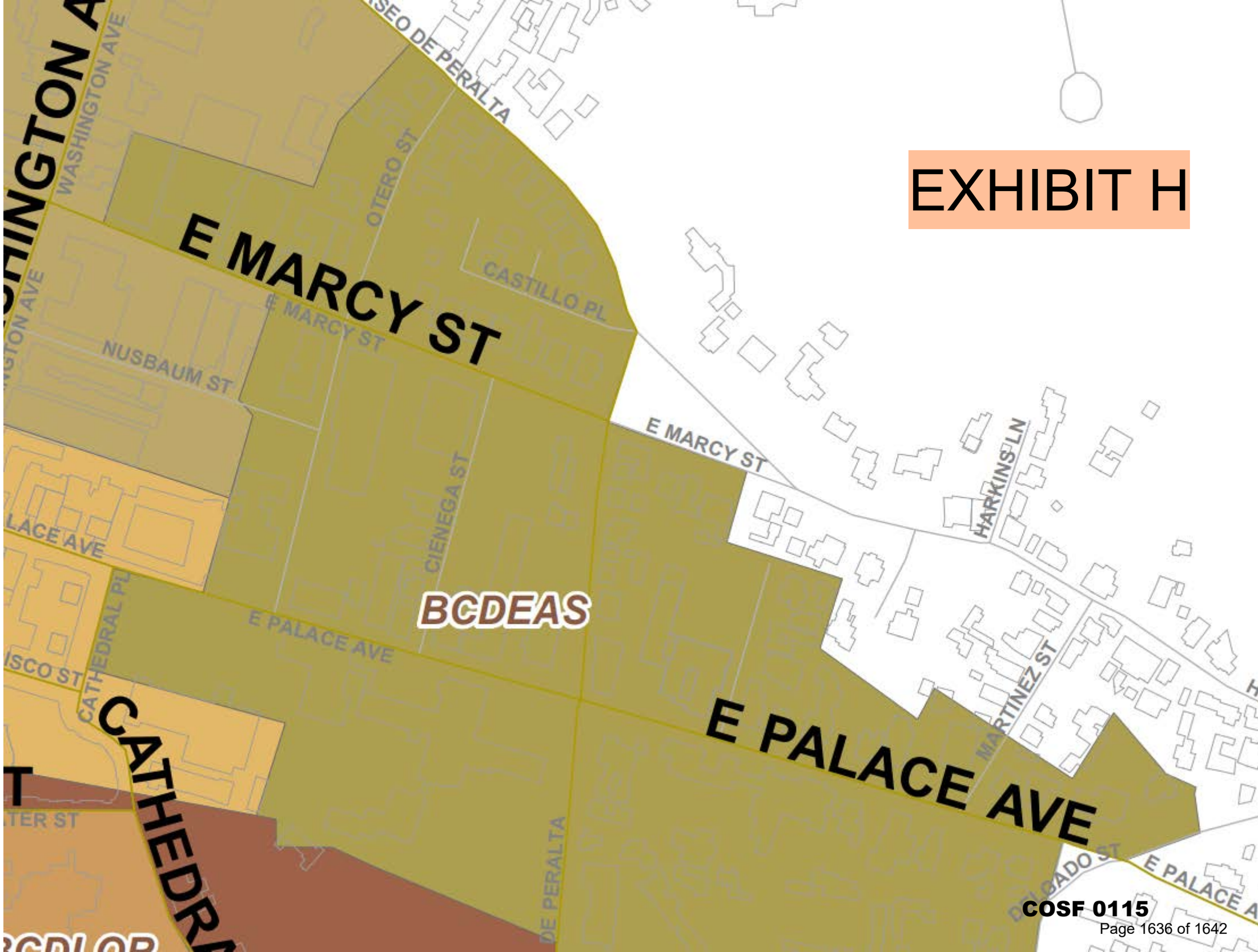


EXHIBIT H
E MARCY ST
E PALACE AVE
BCDEAS
WASHINGTON AVE
OTERO ST
CASTILLO PL
NUSBAUM ST
CIENEGA ST
HARKINS LN
MARTINEZ ST
CATHEDRAL PL
DE PERALTA

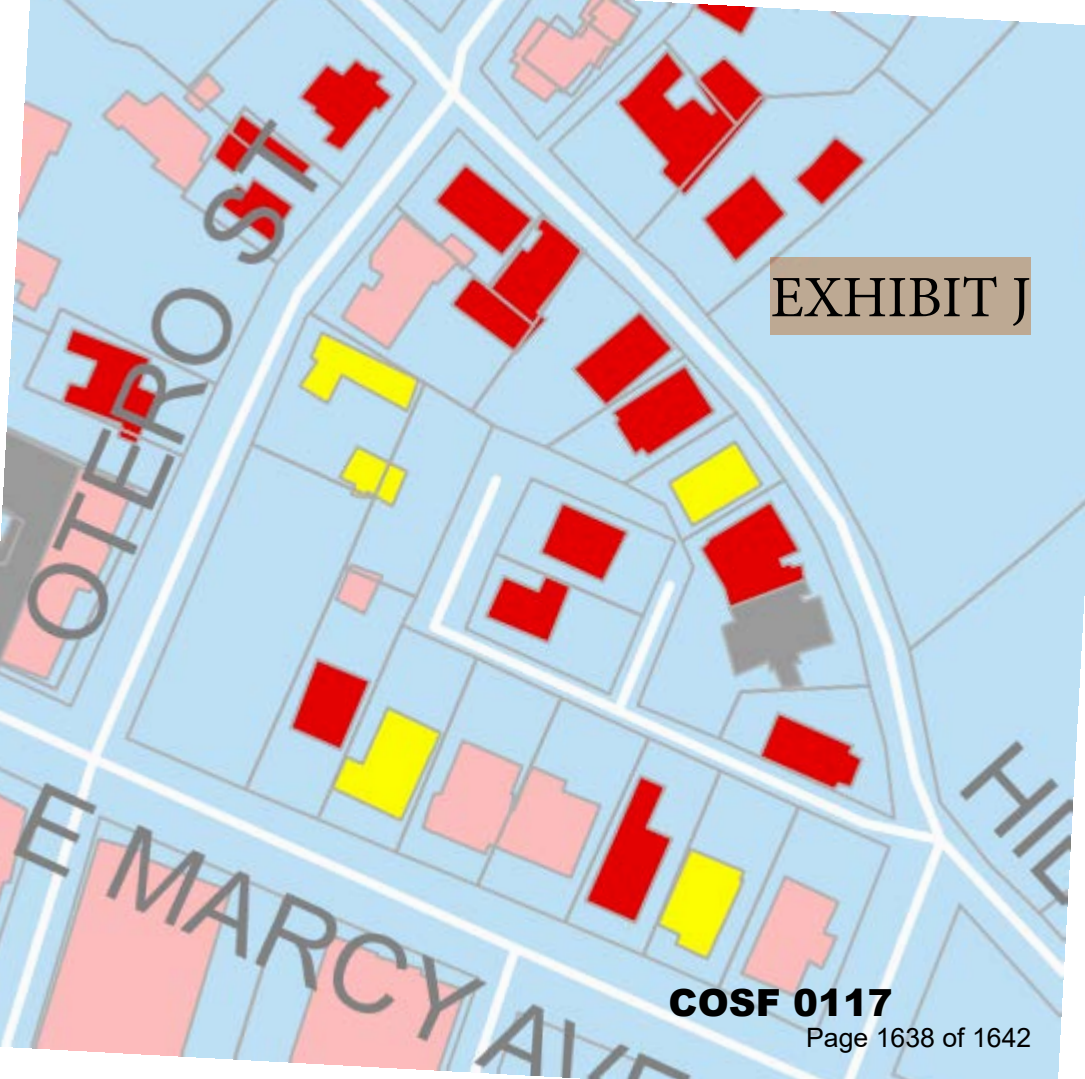
EXHIBIT I

14-7.4 - BUSINESS-CAPITOL DISTRICT

(A) Table of Dimensional Requirements for Townscape Subdistricts

14-7.4(A)-1 Table of Dimensional Requirements for Townscape Districts[Note 1]

Maximum Height of Structures (feet); Stepback Note 2	Maximum Lot Coverage Ratio	Building Placement and Setback Requirements (feet)	Minimum Open Space Requirements	Landscape Treatment in Yards	Height of Walls and Fences (feet)	Placement of Off-Street Parking	Portals
East Marcy/East Palace							
27	No requirements	Building setback requirements: Street: Note 4 Side: 5 Rear: 10	Open space of no less than 10 percent of the lot area shall be located adjacent to the front property line to serve as yard or courtyard	Landscape treatment required in yards and open space. Street trees and landscape treatment required if planting strip exists. Asphalt or concrete pavement prohibited in planting strip. Note 3.	Walls, fences, and hedges permitted to maximum of 4 feet	Parking prohibited in required front yard	Prohibited within ROW


OTERO ST
E MARCY AVE
EXHIBIT J

City of Santa Fe, New Mexico
Memorandum

DATE: **April 3, 2025**

TO: **Mayor Alan Webber**

FROM: **Chelsey Johnson, Arts & Culture Director** CJ

SUBJECT: **Arts Commission Appointments**

Summary:

Due to two resignations and three expired terms, the Arts Commission has five vacancies to fill. This memo recommends the appointment of five vetted candidates to join the Arts Commission, effective April 15, 2025.

Background:

Per City ordinance:

> There is created the "Santa Fe Arts Commission," hereinafter referred to as the "commission." The commission shall be advisory to the governing body and shall initiate, sponsor or conduct, alone or in cooperation with other public or private agencies, public programs to further the development and public awareness of, and interest in the fine and performing arts and cultural properties. The commission shall organize and adopt administrative rules and procedures necessary to accomplish its purposes. (Code of Ordinances 6-1.1)
>
> ... The commission shall consist of nine (9) members. On the first commission, four (4) of the members shall be appointed for one (1) year terms and five (5) shall be appointed for two (2) year terms. Subsequent terms shall be for two (2) years to maintain staggering of terms. Vacancies, other than by expiration of terms, shall be filled for the unexpired term in the same manner as original appointments. The mayor, with the advice and consent of the city council, shall appoint the commission members and the commission chairperson. All terms expire in October. (Code of Ordinances 6-1.1)

Following a public call for applicants, the Arts Commission's governance subcommittee reviewed and scored 49 applications, interviewed and scored the top ten, and submitted this list for mayoral approval; the first five proposed appointees to be submitted for Governing Body approval are below.

Appointment of Five New Arts Commissioners:

Note: Three current Arts Commissioners' second terms expired in October 2024, and they have continued serving on a month-to-month basis pending the appointment of new

commissioners. This explains the terms already underway of the candidates proposed to fill them.

Brought forward for appointment to the Arts Commission by Mayor Webber and confirmation by the Governing Body are the following candidates:

- Heidi Brandow, initial term 11/2024 to 10/2026
  Replacing Andy Lovato
- Erin DeRosa, initial term 11/2024 to 10/2026
  Replacing Heidi McKinnon
- Hernan Gomez Chavez, initial term 11/2024 to 10/2026
  Replacing Raashan Ahmad
- Karina Hean, initial term 11/2024 to 10/2026
  Replacing Anne Wrinkle
- Mayrah Udvardi, initial term 11/2024 to 10/2026
  Replacing Paul Hultin

The bios of all five are attached to this memo.

Action Requested:
The Arts Commission, along with Arts and Culture Department staff, respectfully requests approval to the Commission of Heidi Brandow, Erin DeRosa, Hernan Gomez Chavez, Karina Hean, and Mayrah Udvardi, to serve initial terms effective April 15, 2025, through October of 2026.

BIOS OF COMMISSIONER CANDIDATES

Heidi K. Brandow (Diné & Kānaka Maoli) is a versatile artist whose work prioritizes the inclusion of Indigenous people and perspectives in creating ethical and sustainable forms of creative engagement and artistic expression. She has lived in Santa Fe for more than 30 years. Alongside co-founding the Harvard Indigenous Design Collective, which champions design by and for Indigenous communities as an integral component of design fields' history, theory, and practice, Heidi currently serves as a Master Artist Mentor at the Institute of American Indian Arts' Master of Fine Arts - Studio Arts Program. In previous roles, she was an Artist Liaison and Guest Curator at the Coe Center for Art. She served as a Tribal Liaison at Local Contexts, assisting Indigenous communities in reclaiming authority of their material culture and archives. Currently, Heidi is the Associate Director of Communications at First Peoples Fund, where she continues to uplift and promote the work and stories of Indigenous artists and culture bearers to a national

audience. Brandow completed her Bachelor of Fine Arts at the Institute of American Indian Arts, studied industrial design at Istanbul Technical University, and received a Master of Design Studies from Harvard University.

Erin De Rosa, SITE SANTA FE's Grants Manager, is a painter, muralist, and creative project director. Erin's work in the grantmaking field began at the Greater Philadelphia Cultural Alliance more than 10 years ago, where she managed a statewide regranting partnership and annually allocated $400,000 of funding to 200+ local artists and organizations. Invigorated with the behind-the-scenes knowledge of equipping artists with money for their work, she has since generated funding for a variety of multidisciplinary creative projects, including the City of Albuquerque's Public Art Program, MurosABQ, and the Indigenous Design and Planning Institute's A Living Archive of Urban Indians. In her current role, she collaborates with SITE SANTA FE's development department to raise funds for exhibitions, education programs, and museum operations.

Hernan Gomez Chavez was born in Santa Fe, New Mexico in 1991, where he presently resides and works. A sculptor and welder, he has been involved in numerous Arts & Culture initiatives, including art in public places, the Art is the Solution grant, and the CHART project, and he received a 2024 Mayor's Award for Excellence in the Arts in the Culture Connects category. He has studied at the University of New Mexico, the Academy of Art, Architecture and Design in Prague, and the MFA program in sculpture at the School of the Art Institute of Chicago. Hernan's artistic practice makes use of common motifs such as billboards, fences, and power lines to speak about the relation between power and place. Born to Mexican immigrants in the United States, his work aims to shine a light on his experience as a first-generation American living in the southwest. Coming from a blue-collar background, he deconstructs old notions of the "American Dream" in his work and aims to speak to a broad audience. Although primarily focused on the creation of sculptural objects, he has been involved in grass roots campaigns and organizing, feeding into a social practice that goes out into the streets in order to create dialogue around home, belonging, and displacement. Hernan advocates for the Arts Commission to engage with local artists in underserved and underrepresented communities, listen to their concerns, and invest in arts programs that address these challenges, especially on the Southside.

Karina Hean is a life-long art educator and now serves as Chair of Visual Arts at the New Mexico School for the Arts. She has served on the faculty of the University of Montana, Santa Fe University of Art and Design, Fort Lewis College, and New Mexico State University. She holds a BA from St. Johns College, a Post-Baccalaureate Certificate in Drawing from Studio Art Centers International, and a MFA from New Mexico State University. Hean was the Associate Sales & Gallery

Director at Selby Fleetwood Gallery, has worked with SITE Santa Fe in exhibitions and education, and Maryland Hall for the Creative Arts as the Visual Arts Coordinator. Her artwork is grounded in drawing and printmaking and explores responses to landscape. She has received an American Artist Fellowship at the Ballinglen Arts Foundation, Ireland and has completed several artist-in-residence opportunities in the US, several at national parks. Her work has been exhibited in solo and group exhibitions in museums, galleries, art centers, and universities throughout the US.

Mayrah Udvardi is a licensed architect and Design Director in MASS's Santa Fe studio. Her work is grounded in a deep commitment to living ecosystems, environmental justice, and architecture's role in equitably redefining territory worldwide. Since 2018, Mayrah has led and contributed to over 45 projects across MASS's Boston, Poughkeepsie, and Santa Fe studios. Prior to MASS, she worked with Sustainable Native Communities Collaborative on building design and technical capacity in Indian Country, with Urban- Think Tank on community-led shack upgrading in South Africa, with Global Citizens for Sustainable Development on migrant housing in India, and with Enterprise Community Partners on documenting best practices in affordable housing. Mayrah holds a Master of Architecture with Honors from Columbia University, a Bachelor of Arts in Architecture and Environmental Studies with Honors from Wellesley College, and is the recipient of Kinne, Watson, Schiff, Albright, and Noble Foundation Fellowships and AirWG and ZK/U Artist Residencies. She has taught at Kent CAED, Barnard College, and the Santa Fe Art Institute Summer Design Workshop, and is the author of "On Fragile Architecture: Exploring Causes of Indigenous Housing Insecurity" and "Bangalore: Urban Development and Environmental Justice." Mayrah is fluent in English, Deutsch, Español, हिंदी, and اردو.