

**CITY OF ALAMOGORDO, NEW MEXICO  
CITY COMMISSION SPECIAL MEETING MINUTES  
7:00 P.M., COMMISSION CHAMBERS  
SEPTEMBER 17, 2013  
Fire Station No. 5, 1492 S. Florida Ave.**

**SUSIE GALEA, MAYOR  
JASON BALDWIN, COMMISSIONER  
NADIA SIKES, COMMISSIONER  
ROBERT RENTSCHLER, COMMISSIONER  
JOSH RARDIN, COMMISSIONER**

**AL HERNANDEZ, MAYOR PRO-TEM  
JIM TALBERT, COMMISSIONER  
JIM STAHL, CITY MANAGER  
STEPHEN THIES, CITY ATTORNEY  
RENEE CANTIN, CITY CLERK**

**CALL TO ORDER & ROLL CALL**

Mayor Galea called the meeting to order at 7:00 p.m. Roll Call was taken by the City Clerk. Commissioner Rentschler attended by teleconference. Clerk Cantin announced there was a quorum present.

**1. Discussion, and possible action, related to the Infrastructure Capital Improvement Plan (ICIP) and work session to review the Public Hearing Comments.**

Mayor Galea turned the meeting over to City Manager Stahl and he told the Commissioners tonight's meeting would be all about what they would like to see on the Infrastructure Capital Improvement Plan (ICIP) list and in particular the five items listed. The State will review all jurisdictions' ICIP lists and they may or may not decide to fund some of the items on the lists. If it is not on the list they won't fund it. Many of the items might get funding sometime later through other organizations, but it is important those items not already funded get on the list. He noted the other point for tonight was the Commission needs to take its top five because the State has to contend with all the jurisdictions lists of priorities so they don't want, for example, five number one projects; they want one number one, one number 2, etc. for the City. He felt it important that by the end of the evening, or certainly by next Tuesday at the Commission meeting, you all come to a concurrence on what your list will or will not include and what the five items will be. After we are done with this, we hope you will spend some time with us and let us present the current year's ICIP because we have some important information to share with you, cost-wise, and to carry on the conversation we've had in the past about those projects. He was speaking in particular about the projects funded by Fund 118 that will be limited to us after next calendar year. The City Manager reiterated his intent for tonight was to get the list reviewed by the Commission, pick the top five on the list, identify in your order of preference and then move on to the second, your CIP. This CIP will come after the ICIP and it is funded, though there are some funding issues that need to be raised. At the last meeting, Commissioner Rardin brought up the concern of staying within budget on those projects.

City Manager Stahl pointed out they had before them the ICIP list the Staff had put together. He wanted them to realize most of the projects were items they had seen before. As he had shared with Staff and others, the ICIP is a long-term effort. These are high-dollar items because to be considered capital it has to cost more than \$10,000 and last longer than three years. You could have some equipment on there because, for instance, police cars certainly last longer than three years and cost more than \$10,000. He would argue that most of the time Infrastructure CIP's go well beyond the equipment capital needs. They go to buildings, drainage systems, sewer plants and water systems. You have a long list in front of you and those projects you've seen before as well as a couple of new ones. The City Manager then pointed out the left hand column of the list of projects that were numbered with no reference to priority. They are categorized by functional area and he picked those at the top which contained many for the airport, some parks, cultural facilities, and one unique item (#13) he said he would address in a few minutes. You've got police department and engineering stuff, finance and fire department and your Public Works operations. He had asked Staff to asterisks the five to be considered for your top priority. He noted the list was in no particular order and went down the column. The first was the Department of Public Safety at its storage building; then

Engineering having to do with the extension of the Martin Luther King roadway down by the airport – opening up our business park for more activity by completing a loop road; then another Engineering one which is a high dollar project – a storm water system – he pointed out we get 75% of the funding from the Federal government and this project is on-going. This is another phase of the McKinley Channel; the next is another Engineering project that continues your efforts to complete ADA compliance all over town; and the last is purchase of some self-contained breathing apparatus' for the fire fighters. The City Manager told them that as they go down the list and think categorically by department or functional area, one thing to remember is a lot of times what is on the list like he just mentioned about the drainage things is that we leverage our funds to get more funds from outside. In the case of the channel, we put up 25% of the project cost and that's a pretty good bargain. A better bargain may be in your airport in the grants we are able to get there. Many of them have 95% funding so we would only pay 5%. You acted on a grant proposal at the last Commission meeting just like that with the engineering in the extension of the runway. This is important to remember when going through this list. Some items, including the fire apparatus, may very well be able to qualify for securing outside funding sources. Unfortunately, it doesn't mean we have a lock on it but it is a real good candidate for getting some outside funding. It might not be enough to cover all the need and that's why we plugged it in. If we don't get all we need we still have to pay the balance.

Commissioner Baldwin asked City Manager Stahle if he said they would actually be deciding on the five at the next meeting or tonight. City Manager Stahle said it would be up to you if you are comfortable with making that decision tonight. The agenda has been worded so you can, but if you want to talk about it and give yourself some time to think about it, you certainly may.

Commissioner Baldwin then asked about the top five marked by the Staff and asked the City Manager to define Staff. He told him it was mostly Department Directors and himself, and noted he picked most of them. He hadn't received much push-back on any of them, and these are logical and doable. He reminded them the Legislature will be up against every jurisdiction looking for money, so it is important we be aware of their circumstances so we are more likely to fit projects in that are fundable. Asking the Legislature for \$50 million dollars has a lot less probability for funding than something costing \$300,000. The Legislature naturally wants to spread dollars around the state as much as possible.

City Manager Stahle drew the Commission's attention to #13 – C.O.P.E. We own the building they operate out of but in their contract it states they are responsible for the A/C system, and they want it replaced because it has gone bad. In order for that agency to seek outside funds through the State, they must have that project on this list. He was asked how old the building was and he was uncertain. Someone said it was six years old and Mayor Pro-Tem Hernandez agreed. Commissioner Sikes said it was a solar powered building and much of the equipment initially installed was new technology that wasn't done well.

Mayor Galea asked about the number one project being the evidence locker. The City Manager said they were not listed by priority and this was simply one of the five candidates for consideration. She asked if the former bowling alley could be utilized for this, and the City Manager said he would argue not because first of all the building itself is in bad shape and an evidence building would have to be a secured area and has to be in an area that can be watched carefully. Commissioner Rardin asked if the undercover building at the back of the City Yard could be used and City Manager Stahle said we were thinking about adding on to that building. Commissioner Rardin asked him why they would need to add on and the City Manager believed it was completely occupied. Police Chief Duncan told the Commission that as far as the evidence vault presently inside the NEU building, it was completely full of narcotics and evidence and other offices are being used for training facilities as well as an office for the State Division of Gaming. He noted a vault has to be a secured area with alarms and locks.

City Manager Stahle remarked there had been an Open House in order to invite the community to give their ideas of what they wanted the City to do. He hadn't brought that material with him tonight but remembered there were very few who attended. The number one item on their list was things related to the Fire Department. City Manager Stahle asked Commissioner Rentschler if he was

hearing them and Commissioner Rentschler said he was. The City Manager remarked the Department Directors were present tonight to answer any questions the Commissioners might have. He said the real question was if the Commission was comfortable with this list and reminded them it was their list of things needing to be identified for the following fiscal year and five years out. We always have a rolling five year plan and are already doing many of the projects that were on last years plan. He suggested it was important to always look ahead; important for the Staff and the community to know what these long-term, expensive projects might be.

Commissioner Rardin remembered from the Budget Hearings having discussed putting cars for DPS on the ICIP. They had requested 12 and we got them four. He felt there should be \$200,000 on here since police cars are important, and we have quite a few with the decals falling off and with hundreds of miles on them. He then noted he would like to see the smaller water projects funded; not the \$5 million dollar projects but some with a \$300,000 dollar range since we might have a shot at getting these taken care of.

Mayor Galea said at our last Commission Work Session we decided our main focus was on Economic Development so she wanted everyone to look at what we can do to enhance that. Public Safety certainly is a large part of that, but she wanted to look at infrastructure as far as water and streets. She noted she would like to look at police cars as well.

City Manager Stahle said one unique thing about New Mexico is the legislators are given a certain amount of money each year to give to needy projects within their jurisdictions, and patrol cars were on that list last year. He was told by some Commissioners that we had funded those. City Manager Stahle said in conversations he had it was suggested that would be a high item on the list for legislators. We will need for you to define which of the water ones you want. Commissioner Rardin said #42 on the list - Alamo Filter Plant rehab for \$324,000, #43, and some of the smaller ones. He said they had been told the general rule of thumb was anything up to half a million dollars, so we should push for any in the \$300,000 - \$400,000 range. Mayor Galea said our pipeline is aging. Commissioner Rardin went on to say those two there and the Ocotillo Ground Storage Reservoir Rehab should be thrown in too.

Mayor Galea felt our big end goal was the Snake Tank Project. Commissioner Rardin said the La Luz and Alamo Filter Plant is where all that water would come so they would be good projects to push. Commissioner Baldwin said last year when we did this it was dominated by Street Projects and Mayor Galea said our top one was the \$10 million dollar Desal. Unit and that is too much to ask. The Street Project was on there as well.

City Manager Stahle asked Public Works Director Cesar to discuss the Desalination Project since it was targeted last year and he didn't want anyone to think it had been forgotten.

Commissioner Rentschler said what we are looking for in the first column is to spend probably \$500,000. The Public Safety building doesn't make it, the vehicles don't make it, and he named some others. He said the Legislature would not carry that kind of stuff. The Fire Departments primary thing is something coming in through salvage and the breathing apparatus. He would refrain from funding that now and would like to see some of the Public Works on there. With that \$500,000 cap in mind, he would like to see the Filter Plant, La Luz and Alamo Filter.

Public Works Director Cesar told the Commission that the two major water projects from last year from the Public Works side were Bonito Lake and the permanent Desal. Facility. We are still working with FEMA to determine the pre-sediment level of the lake, and once we sign that next project worksheet we are in the neighborhood of one year off before we can begin cleaning out the lake. We are not asking for it in the next session because we will still be going through permitting with the Corps of Engineers. We have pushed the permanent Desal. Plant out to 2018 and right now we have a loan through the NMFA to get our interim plant built and it will be about a two year process. Before we can go back to the Legislature to ask for more money we need to complete what is on the books now. The reason you don't see the remaining water projects in the top five is the Water Fund is an

Enterprise fund. He said DPS comes out of the General Fund; Engineering and Community Services don't have rates that support them where the Water and Sewer Fund does. These projects have been projected out over the next five years and presently Public Works and Utility Billing are working on water and sewer rate projections that will be brought before Commission in about a month. That is why you don't see water projects on there. City Manager Stahle added there is a different funding opportunity for these. Mayor Galea said we may ultimately have to raise water/sewer funds.

Public Works Director Cesar said the other funding mechanism for them was the Water Trust Board, the NMFA, and an EPA loan or grant. Mayor Galea told him that made better sense to her now. Commissioner Rardin asked Mr. Cesar if they would be bringing a potential water/sewer rate increase to the Commission and Mr. Cesar said they are not done with the projections yet. The last rate increase that came before Commission, they were looking at the Desal. Facility as well as some other needs and figured all this into the increase. We are now another year out on the Desal. Facility, so the funds to cover the rates you approved about a year ago are available to cover the pay-as-you-go capital. That will pay for some of these projects, also. Commissioner Rardin remembered \$.68 the last time and about \$.68 four years ago, and \$.68 every year adds up. Public Works Director Cesar said tonight we aren't asking for an increase because we aren't there yet.

Mayor Pro-Tem Hernandez asked about #28 on the list – Fire Department gear. He asked if we were still going through with the Volunteer-Type Fire Department. He asked if we could tap into any of the Volunteer funds like the local outside guys get. Fire Chief Ward told him they were prohibited from tapping into the County Fire Department ¼ cent tax and he had approached the County Coordinator about that. He found there was a state law saying we are not eligible as a municipality to get into that kind of funding. We looked at trying to work with the County Fire Department to have a volunteer district, but they were not interested. That distribution of funding is only \$24,000 a year. The other source of funding is through the Fire Marshall Fund and we receive a distribution from them, but would like to increase it by about 28%. That funding is what we try to use for projects like this in order to catch up with some of the equipment we are way behind on. We are allotted \$110,000 to try and meet our training. Mayor Pro-Tem Hernandez said their stuff is gold-plated and Burro Flats or one of those even had a Hummer. He wondered if there was a way to get their retired equipment that was still usable. Duncan and Alamo West have a lot of guys who are local and live here in town. They are already trained and ready to go and that would save us a lot of money. Fire Chief Ward said that as our Volunteer Fire program gets opened up, he hoped to make a presentation to the Commissioners maybe in October. We have a list of trained volunteers but our ISO evaluation requires we maintain so much continuing education and training per firefighter per year. We are going to try and tap into that initial training so we don't have to pay to re-train, but we'll still have to maintain a certain number of training hours. These were increased this year and now require 16 training hours per fire fighter per year in various categories. It is a very aggressive schedule. Picking up their equipment is definitely something we're seeing. One of the county fire departments up north had a surplus and was able to give us some of the surplus. They have to hold it as surplus for 30 days before it can be given to us. He noted he is aggressively chasing all types of funding, but when it comes to fire apparatus, the County Volunteer Departments don't carry some of the same expenses we do so are able to finance themselves all the way. Because they do not have quite the responsibility we do, they can run trucks much longer than we can. A lot of that equipment shuffled around among departments is not what we could use.

Commissioner Rardin wanted to see the Fire Department look at getting equipment from HAFB. He said they had received a brush truck from them in the past that had hardly been used. The \$330,000 is simply to buy gear, correct? Fire Chief Ward affirmed and said it was essential and mandatory protective gear. Commissioner Rardin asked him if the equipment we have now needs updating and Fire Chief Ward said yes. Mayor Galea wanted this left on the list as #5, especially since we are seeking a Certification 139 for our airport.

Commissioner Baldwin asked if we are equipped to handle some of the projections for our airport. City Manager Stahle told him we were not yet. There are some minimum standards for a 139 airport and by that he meant getting Regional Jet Service to the City. There is a long list of things we will

have to deal with at the airport in order to make that goal and a lot has to do with fire fighting equipment. They have to respond within three minutes to the center of the runway; there are specific types of equipment depending on the types of aircraft coming in. It is hard to tell right now what apparatus we will need, but if we get the RJ service we will have to comply with that list. We are already working on that and several of us attended the NM Airport Managers Association Conference last week to learn more and have some contacts with the FAA. We are definitely on this, but to say we've listed everything necessary to comply would be an exaggeration. Right now we have good equipment out there but it has to be manned 30 minutes before and 30 minutes after take-off and landing.

Commissioner Baldwin said as we continue to fund and support the airport, would you keep us aware of all this information and the cost of what the equipment would be since it such a substantial cost for the City to meet these requirements. The City Manager understood the City had the 139 certification a few years ago and it is attainable, and we will brief you as we progress with this. We hope to have the new Airport Manager by the end of next month and he is already familiar with 139 certification requirements. We intend to make sure you know what is required to make us qualified.

Commissioner Sikes noted when we went through this exercise last year one of the top priorities based on the money we thought would be received from the Legislature was #20. She had heard Commissioner Rentschler say our elected officials weren't really interested in funding ADA Compliance, but we are out of compliance and have been for a number of years. These projects need to be funded somehow. She has received calls and feels most of the Commissioners have received calls from citizens who are having difficulty getting around the city. She also saw on the list somewhere the ADA Compliant Restrooms at the Rec. Center (#8) and knew those who use the Rec. Center really care about this. She has also spoken to people who thought we were going to be doing something with the restrooms at the Public Library (not on this list). She was concerned about being out of compliance with ADA and asked the City Attorney what could happen to us. Mayor Galea said we would be fined. Commissioner Rardin noted as long as the restrooms were built to the standards of the time of construction they are considered in compliance. City Attorney Thies said sidewalks are not necessarily part of ADA compliance. Our obligation is to make the intersections where people would get onto the sidewalk accessible and we are chipping away at it. Whenever we do improvements to something it must be ADA compliant, and it was his understanding some requirements had been modified. Mayor Galea noted by the NM School for the Blind and Visually Impaired there was a crossing at Indian Wells and White Sands Blvd. that was not compliant. This road belongs to NMDOT and they have been back and forth with the City as to who will fix the crossing.

Mayor Pro-Tem Hernandez said at the Rec. Center restrooms and some of our other facilities, maybe the Big Give Project could help with these, unless there was a problem with them being City owned. He was also concerned with ADA ramps done 20 years ago when they were first required. Some of those are being re-done because they are out of compliance even though at the time we did them according to the specific drawings. We should have twice the amount already done, but because the old ones are being re-done that isn't the case. With ADA the rules change every other day so we need to figure out how not to spend money over and over again on the same project. He gave Florida and 10<sup>th</sup> Street as an example, saying he had originally done those ADA ramps about 20 years ago and four to five ADA projects back they were re-done because they weren't compliant with the new rules, and there were several more besides those.

Mayor Galea said in continuing to speak about free money like the Big Give, we had great work done at the Dog Park but some of it had to be re-done by City Staff at a cost. So if we use something like the Big Give Project we'll have to fund Engineering for the design first.

City Manager Stahle told them when it comes to ADA it will take us a long time to come into compliance, and as Mayor Pro-Tem Hernandez pointed out the rules change frequently. He recommended we keep after this, whether it is on this list or funded out of the regular operating budgets. As long as there is a concerted effort being made by the jurisdiction to try and bring more

compliance, the Feds shouldn't accost us. He said it is the law and we are obligated to do it, and it is important. Mayor Galea mentioned we should fund ADA out of our own budget and save this list for something the Legislators will fund.

Commissioner Rardin said Public Works Director Cesar was involved in some of the Executive Sessions with the DOJ's lawsuit where we allocated 'X' amount of dollars a year to do ADA compliant projects. City Attorney Thies said we never reached an agreement on that but we have allocated money in the budget yearly for this. Commissioner Rardin said we are still allocating \$100,000 - \$150,000 per year for ADA improvements. Public Works Director Cesar told him the Commission has funded two things. The first is the 109 Projects - the traditional street projects where during the preparatory phase the ADA improvements are done. The Commission also approved \$100,000 in the Engineering budget for ADA issues outside our Street Maintenance Plan. We occasionally receive a call from a resident who needs access to a particular area and this \$100,000 is what we use. Commissioner Rardin said the 109 money tentatively fulfills our agreement with the DOJ because we are continually working at this. His thought was since we are already funding this with our money why should we waste a slot on this list for state funding. Commissioner Rentschler said we are one of the premier municipalities in the state when it comes to ADA. He asked them to keep in mind which ones the Legislature might want to carry.

City Manager Stahle reminded them that to have an ADA item on the list would not hurt us and if you did not put it among your top five, it still gives us the opportunity to go after various grants. If an item isn't in the top five it will not evaporate from the list. He agreed it was important to budget this during reconstruction projects and also agreed that Legislators are going to look for fairly large projects they can afford to pay for, but have a greater impact on a community. Mayor Galea said all of them were very excited about police cars so she suggested putting ADA projects as #6 on the list.

Commissioner Rardin thought police cars should be #1 or #2 on the list because it was doable and he noted last year Tularosa got nicer police cars than we had. He asked what size of a building they would need for the Public Safety Building and noted he would like more information on this before committing \$100,000. City Manager Stahle said it would be a 40 ft. x 80 ft. footprint added to the existing facilities already in a secured space. There would have to be climatic control, storage racks, and complete furniture, fixtures and equipment (FF&E). Mayor Pro-Tem Hernandez thought \$100,000 would barely buy the building and Commissioner Rardin said it wouldn't cover labor. Mayor Pro-Tem Hernandez said he did a 5,500 sq. ft. building six years ago that was fully furnished, and our cost was \$250,000. This was discussed between these Commissioners and the City Manager mentioned it would also have to be totally secure. Commissioner Rardin noted 3,200 sq. ft. was a lot of storage space and asked if we had that much evidence for storage. City Manager Stahle said to keep in mind we have evidence spread all over the city in various locations at this time. This would provide growth space and the ability to centralize and keep better track of it. Mayor Galea asked if \$300,000 wasn't a better figure. She said Commissioner Rentschler pointed out it was better for the Legislature to fund large projects. City Manager Stahle told them he was game to a more appropriate number and asked the Police Chief where he had obtained this amount. Police Chief Duncan said he had received the quote for the structure of \$63,300 at \$19.00 per sq. ft. for a metal building with plywood inside the walls and he figured \$36,700 just for the HVAC. He won't require any office inside the building. This department has not destroyed evidence for seven years and it seems like when we got our standard accreditation back in 2006 everything stopped as far as destroying evidence. We had evidence in Fire Station 7 and both floors of Fire Station 4, and the Fire Chief needs to insure we keep the ISO-4 rating so must have a training room in every fire station. We cleared out Fire Station 7 and the bottom floor of Fire Station 4, but we've yet to clear the top floor of Station 4. We have a complete vault of drugs at the NEU building and the vault at the Police Department is completely full. In order to achieve state accreditation, he must separate the evidence and get it out of Station 4. It's a double-edge sword and would save the City at least 5% of liability insurance. This is why he is asking for this building.

Commissioner Rardin asked him about the quote of \$63,000 and if it was to supply and erect the building. The Police Chief told him it was the same contractor out of Las Cruces of other metal

buildings the City has purchased. Commissioner Rardin asked if they were aware it was for the City and the Police Chief told him yes. Commissioner Rardin then asked the Public Works Director about when they discussed buying a metal building for the one they tore down. Public Works Director Cesar told him it was about the same footprint but a totally different structure. We were looking at a regular steel building but not like the one Police Chief Duncan was looking at. He thought it cost about \$30,000-\$32,000. Commissioner Rardin noted a 15 ft. x 80 ft. building like he owns cost \$30,000. Commissioner Rentschler mentioned this would be an evidence building and he didn't think \$100,000 would buy a secured building. Mayor Pro-Tem Hernandez said you would need 100 yds. of concrete and the labor to put it in. City Manager Stahle interrupted to tell them to set a number they felt was rational and they would plug it in, and of course, they would have to go out for bid.

Commissioner Rardin described what he thought they would need and the Police Chief agreed, so Commissioner Rardin suggested \$250,000-\$300,000. Mayor Pro-Tem Hernandez suggested a camera system and a logging system would need to be installed, also. Commissioner Baldwin asked how all this was not considered in the first place and the Police Chief said these had been considered. He noted the City has an alarm system that could be installed in the building and he did not need cameras. The drugs and guns will be in the Police Department and evidence will be shuffled around, but there will not be any drugs or guns inside that building. Commissioner Rardin said it was a pretty secure building at this time and Commissioner Baldwin said you all know your stuff, but Chief Duncan seems to have this calculated out and knows what he is talking about. He asked why we always seem to take a proposal and add, add, add. The Police Chief had spoken with the City Engineer today and they had set the price at \$100,000. Mayor Galea said we should leave it at \$100,000 and Commissioner Baldwin told her he wasn't saying it should not be increased but simply that the Police Chief was capable of preparing what he needed. Commissioner Rardin said he would build a building like this for \$100,000 all day long, but labor and other costs would make it higher. Commissioner Talbert asked if it would be a problem to set it at \$250,000 instead of \$100,000 and the Mayor said no and it would be better to ask for more than not have enough. Commissioner Rardin agreed and said we could give the money back if it was not used. Mayor Galea asked if we could put both this and the police cars together in one request that would total about \$500,000. Commissioner Rardin thought it would be better to have them separate and get one legislator to support one and another legislator support another.

Mayor Galea stated we have decided to keep the Public Safety Building on the list as well as the Police Car request. It was decided to put the Police Car request as #1. Commissioner Rardin and Mayor Pro-Tem Hernandez thought #2 should be the smaller Water Projects. Commissioner Sikes clarified with the City Manager about C.O.P.E. being on the list because we are the fiscal agent and need that verification to qualify for money. City Attorney Thies told Commissioner Sikes because of the Anti-Donation Clause the State cannot give a private entity, like C.O.P.E. any money directly. The State would give us the \$25,000 and C.O.P.E. would have to give us something back in order to receive that money. We are not charging them rent so they have to anti-up some additional services worth \$25,000. Commissioner Sikes knows C.O.P.E. has the sympathetic ear of Representative Harrell, and Senators Griggs and Burke and since it is only \$25,000 we might want to put it on there. Commissioner Rardin asked if it had to be in the top 5 or if it simply needed to be on the list. City Manager Stahle said the top 5 would get the most attention. Commissioner Rardin said they don't have to be in the top 5 to get any funding, and the City Manager agreed.

Mayor Galea said we brought up water projects as well and Public Works Director Cesar had brought up that we pay for water projects with Enterprise funds, so she thought it appropriate to next put Engineering projects and suggested #17 – Martin Luther King to Airport Road at the proposed Airport Business Park.

Commissioner Baldwin said since we've already heard #15, #19 and #28 in the Staff's top 5, could we hear about #17. City Engineer Thomas addressed the Commissioners concerning #17. He said Martin Luther King (MLK) Dr. is a completion of a road just north of the airport and would connect a piece of completed street that T's into Airport Road. It would then go east and into that neighborhood creating a circular traffic pattern around the Airport. There isn't a physical roadway for those

properties at this time. The City Manager said an advantage is the City has property abutting a portion of that road and that property has been designated for an Industrial Park. This road would add accessibility to our industrially zoned property and potentially make it more viable for a business looking at that sight. It would also tie the neighborhood to the northeast with Airport Road and give them another exit. Commissioner Baldwin said it would be safe to say this project benefits the airport, the citizens living out there and our property. The City Manager said it is truly an Economic Development project.

Mayor Galea said she would like to see it as #2 after the Police Cars. Commissioner Rardin mentioned that in the past we had applied for a TIGER grant for about \$9.5 million and wondered if we had applied recently. City Manager Stahle said that is federal and is exhausted. Commissioner Rardin noted we had applied to do Florida all the way to Hwy. 70 by the Base.

Chamber of Commerce CEO Mike Espiritu addressed the Commission concerning the Industrial Park as it exists now asking if there are utilities plugged into all the plats and if so are they fully developed. He then asked about hooking up to Hwy. 54 and the fact that from Hwy. 54 to Collins was terrible and not useful for a large amount of traffic. His concern was that he had taken many clients out to the Industrial Park area and the problem was it is hard to ascertain what actually is out there. He wasn't saying the road was a bad thing, but he didn't know if we had really created an Industrial Park. It is very difficult for them to attract an opportunity and he suggested making the Industrial Park ready. He said that in today's commercial climate there are shell buildings everywhere so for us to build any buildings would be a waste of City funds and it would be more advantageous to build for the client. He suggested looking at the other feeders. Collins is truly a residential roadway and to get from Hwy. 54 you have to take a couple of turns which a big truck can't do. He had tried it before with a client.

City Manager Stahle said he is right and it is challenging. He explained the intention was not to encourage travel from Hwy. 54 over to the Industrial Park on the back roads; it was to allow an additional access across our property and connect to Collins Ave. The principal method of access is going to stay on Hwy. 54/70 and down Airport Road. He noted they have also talked with the County to get some help to make improvements to Airport Road. with existing funds. This is to connect a loop so there will be some alternative accesses, and he said utilities are present out there. Public Works Director Cesar said the main lines have been extended but individual lines to the properties have not. The City Manager said we would not want to extend the lines to the individual lots until we had a customer. Having the road there goes hand-in-hand with Michael's point of making shovel-ready sites. Mayor Galea said if we build the road there, there isn't good access, and the City Manager said there would be truck access from Airport Road. Commissioner Rentschler asked if the \$400,000 included engineering as well, and City Manager Stahle said it included the design and build. City Engineer Thomas told them it would be a chip-seal road. Commissioner Rardin was leery about putting a chip-seal road out to our Industrial Park and he wanted it done nicely. Mayor Galea thought access should be from Hwy. 54 which would be the easiest for truckers, and the City Manager said Hwy. 54 is two more miles away and we weren't proposing allocating enough money for that. Commissioner Rardin asked him if he wanted to go from Collins to where the existing road stopped and he said yes. Mayor Galea asked if that would be a waste of money if we couldn't use the Industrial Park and City Manager Stahle believed it makes the Industrial Park more useful because it ties it into more than one access road. Thus, if there was any stoppage on Airport Loop for any reason, they would have an alternative access. It isn't perfect but is designed as an emergency access and opens up for a better traffic flow. He wasn't encouraging truck traffic through the residential neighborhood, but it does tie to the idea that the roads ought to connect somewhere around MLK Drive. Mayor Galea asked how much this would cost and would like to see this as another project instead of the McKinley Channel. He did not have a number or her for the entire length from Hwy. 54-Hwy. 70.

Commissioner Rentschler said he didn't think the City Attorney would agree with that because we couldn't build a road with Economic Development Funds. Mayor Galea said the City Attorney would agree with that and asked him to elaborate. Commissioner Rentschler asked if we could go all the way to Hwy. 54 with that and City Attorney Thies said we don't have that much money. Commissioner

Rardin said the TIGER grant was \$9.5 million dollars and went from Florida to MLK to Hamilton and then out to the Base. City Attorney Thies told him the original plan was to take S. Florida and extend it all the way to Hwy. 70. The difficulty was the property where it ends is owned by BLM.

City Manager Stahle told them this project in front of them doesn't exist and Commissioner Rardin said we are looking at  $\frac{1}{2}$  -  $\frac{3}{4}$  of a mile. City Engineer Thomas said we would have to run numbers to give you the amount to do this and the City Manager said part of the issue is where to put the curb cuts. City Manager Stahle addressed the point Mayor Galea had made earlier about seeing the whole stretch of road put in before the McKinley Wash. He said the McKinley Wash was critical to the City and his recommendation was to finish the project. 75% of the funds are coming from the Federal government and if we balk at paying our 25%, they will not provide anything and someday we will have to do it all ourselves. It is also consistent with what we've been working on all this time. This is the one we've just completed at Florida and are currently putting the bridge over Cuba. Next it will go to Madison and then they will line the whole thing. He strongly recommended this one stay on the list. Commissioner Rardin said this is part of the Big Ditch project.

Commissioner Rardin didn't agree the \$400,000 for MLK Drive was the right use of the money. He didn't think the State would fund it, and he thought maybe we should develop it out there. City Manager Stahle suggested leaving it on the list but not in the top 5. They thought chip-seal was only good for light traffic and minimal access. Mayor Galea asked about another location for an Industrial Park to accommodate the truck traffic, and City Manager Stahle noted Industrial Parks don't always mean heavy truck traffic. Airports are the normal location for industry.

Commissioner Rardin said his top 5 would be 1) Police Cars, 2) Police Evidence Locker, and 3-5) Smaller Water Projects. We could use the Enterprise funds for other projects around town and perhaps get some free money. We could put them on there and if they got done we would have \$3,000-\$4,000 to use somewhere else.

Mayor Galea asked Chamber of Commerce CEO Mike Espiritu what he thought would be a good #1 for the Commission to look at as an Economic Development Project. He thought the water projects were very important to just about everything.

Commissioner Rardin said there were only two of those water projects that were even small enough to be considered and those were #42 – Alamo Filter Plant Rehab and #43 – La Luz and Alamo Filter Plant Roof Rehab, and he added #45 – Bonito Pipeline Replacement and La Luz to Cobblestone Road. He said we are also looking at #32 – White Sands Regional Airport/District 2 Fire Station Fire Engine, and wondered if this was the only fire station at the Airport. Fire Chief Ward told him it was and it was definitely a needed project. It's intent is to replace or supplement our staffing from Station 2 to that station and will put it on the flight line and provide service for that entire district. It will also give us staff on the flight line and meet the requirements. Commissioner Rardin thought that was an important one.

Commissioner Rardin asked Public Works Director Cesar which of the three water projects was the most important and he told him #42 and #12 – Reclaim Water Storage Pond Renovation. When asked by the Mayor which was the more important project the Public Works Director said #42. City Manager Stahle pointed out the reclaimed water storage renovation could be funded by the Enterprise Fund – Wastewater, and is a rate-sensitive issue. Commissioner Rardin talked about the problems with rate increases and would rather get free money than raise rates. He restated his top 5 as 1) #14, 2) #16, 3) #42, 4) #32 and 5) #12.

Mayor Galea wanted to keep #28 – Fire Self Contained Breathing Apparatus & Gear on the list as well as #18 – Flood Control Project/McKinley Channel & Debris Basin. She declared #17 – MLK Drive would be removed from the list and #42 would be added in its place.

Commissioner Rardin asked Public Works Director Cesar about how we matched money on the Flood Control in the past. City Attorney Thies told the Commission it had changed and was a GRT

that was dedicated as matching funds for the four projects. City Engineer Thomas told him the big issue with the first match is that \$2 million dollars will be due July of 2014. He was uncertain as to whether that amount would be in that account by then. City Attorney Thies explained the Army Corps of Engineers wants to accelerate on the McKinley Ditch what they would have spread out over a number of years. They have compacted six years into one year so as to cause the increase. Commissioner Rardin asked since that is more than \$600,000, what are the chances of us obtaining that. Mayor Galea said State Senators received \$700,000 and the Representatives received \$500,000. Our district received only \$328,000. Commissioner Rardin thought their capital outlay money might be even tighter this year, and this project being almost \$600,000 might not get funded. They have to spread the money around. Mayor Galea asked if anyone else wanted to take #18 off of the top 5. Commissioner Sikes thought it was important to leave it on there. She thought they would look more at things impacting the entire community this year.

Mayor Galea read the list again (not in any particular order): 1) #14, 2) #16, 3) #18, 4) #42, and 5) #28. Commissioner Rentschler wanted to take #28 off and put #32 – Fire Station at Airport on. Commissioner Rardin agreed with that. Commissioner Sikes wondered if it would be right to ask for funding for the Fire Station when we don't have funding for the Airport. Commissioner Talbert thought there were other sources to use like they did before to get the fire truck out there. Fire Chief Ward clarified #32 was actually a replacement engine and not construction of a new fire station. There are grant monies out there but they would be competing with others and it would be difficult.

Mayor Pro-Tem Hernandez asked if the Fire Station #8 was at the airport or north and was told it was Mesa Verde. Mayor Galea thought it might help growth out there and Commissioner Rardin said it had been looked at in the past and when we took them our plans they didn't like the look of them.

Mayor Galea asked what they would like to replace #28 with, and one said a new fire station at the airport. Fire Chief Ward said there is one there now but it is very small and doesn't have utilities. It is basically a garage. #29 is to build a Fire Station at the White Sands Regional Airport and is at \$1,380,000. It was decided this would not be feasible.

Mayor Galea suggested keeping the breathing apparatus on the list. Commissioner Rardin again said he would rather pursue other options to pay for this and Commissioner Rentschler agreed. Commissioner Sikes said we are leaving it on the list but not in the top 5 and they agreed. Commissioner Talbert asked if there were compatibility issues with getting surplus equipment from other Fire Departments and was told by the Fire Chief there were some. HAFB, White Sands Missile Range and the larger municipalities use different equipment than we do so we would check first before accepting any equipment. Commissioner Talbert then asked him if he could continue doing the job they are doing without this and the Fire Chief said no. Mayor Galea asked how they have been getting along all this time without that equipment. Fire Chief Ward said we will continue to use out-of-standard equipment and his highest priority will be to maintain the equipment needed in order to become compliant. Some of the local volunteer departments have equipment compatible with ours, he said. Commissioner Talbert asked for #28 to be left on the list as number 5. Mayor Galea agreed. Commissioner Rardin asked if not having this equipment would affect our ISO rating and the Chief told him yes because we are required by State Law to have up-to-date equipment. City Manager Stahle added this is for our fire fighters. Giving our staff the appropriate equipment to protect them should be our top priority. We won't stop seeking grants or other funding but we owe it to our staff to get it right. He remarked this was also the number one in the community.

Mayor Pro-Tem Hernandez said this is basically a wish list and he felt we should seek funding from somewhere else that would be guaranteed. Mayor Galea said we would know by April if the State Legislators would fund it. Mayor Pro-Tem Hernandez restated it was more important to obtain the funding for this than put it on a wish list. Fire Chief Ward said they are way past due for an ISO inspection and the City had put in a request for an extension before he went to work here. He met with our ISO inspector last week to work on extending the time and found at the earliest it will be March or April of next year. Commissioner Rardin noted that would be prior to the next budget so they needed to find funding for this before then. Mayor Galea said the General Fund was the only

place to look right now. Commissioner Rentschler said the County was about to redo all their stuff and that might be a source for this equipment. Commissioner Baldwin expressed he agreed this list was a wish list but it is a good place to start and if we can't get it funded this way, we can look at other alternatives. Commissioner Rardin said we need to fund it now to pass our ISO inspection. Mayor Galea said we can go ahead and put this on our agenda and Commissioner Rardin agreed. Mayor Galea asked Finance Director Johnson what that would do to the General Fund if we took this money out. He told her they could make it happen if it was their desire to remove this amount from the General Fund. Commissioner Rentschler asked how many apparatuses this amount would buy and how many firemen would be supplied. Mayor Galea said this could be discussed at a Commission meeting when it is an agenda item. Fire Chief Ward said we are looking at replacing 38 sets at a cost of \$130,000 and 12 sets of Airport Rescue Fire Fighting Suits for the Airport and then we are looking at replacing 30 self-contained breathing apparatuses at a cost of \$140, 522. Commissioner Rardin asked that to pass our ISO inspection next year do we need all of that gear, and the Chief told him ISO would look at their overall compliance and safety says we require all this gear. ISO will look at all our bunker gear, our program gear and our air-packs. The air-packs are the oldest of all our gear and meet a 1997 standard, and the rest of our equipment also does not meet current standards. Some of this equipment doesn't fit any of the fire fighters and is simply decoration at the moment.

Commissioner Sikes asked if the 12 Rescue Suits were necessary for the ISO inspection and it was talked about whether we could get away with not purchasing these for the inspection. They would be needed to get the 139 certification at the Airport. Mayor Galea asked City Clerk Cantin to add this to the next City Commission meeting agenda.

Mayor Galea asked which project should be number 5 on this list. # 12 – Reclaim Water Storage Pond Renovation was suggested. Public Works Director Cesar told them this pond holds the re-use water and will be a phased project over a number of years.

Mayor Galea read the list again:

- 1) #14 – Police Department Vehicles & Equipment @ \$200,000
- 2) #16 – DPS Evidence Storage Building @ \$250,000 (see page 7 – above)
- 3) #42 – Alamo Filter Plant Rehab @ \$324,000
- 4) #12 – Reclaim Water Storage Pond Renovation @ \$300,000
- 5) #18 - Flood Control Project McKinley Channel @ \$577,000

**Commissioner Talbert moved to approve the priority list : 1) #14 – Police Department Vehicles & Equipment, 2) #16 – DPS Evidence Storage Building, 3) #42 – Alamo Filter Plant Rehab, 4) #12 – Reclaim Water Storage Pond Renovation, and 5) #18 - Flood Control Project McKinley Channel. Commissioner Rardin seconded the motion. Motion carried with a vote of 7-0-0.**

2. **Consider, and act upon, Resolution No. 2013-31 adopting an Infrastructure Capital Improvement Plan and identifying the top 5 recommendations for the Infrastructure Capital Improvement Plan for FY2014-2018. [Roll call vote required] (Jim Stahle, City Manager)**

**Commissioner Rardin moved to approve Resolution No. 2013-31 adopting an Infrastructure Capital Improvement Plan and identifying the top 5 recommendations for the Infrastructure Capital Improvement Plan for FY2014-2018. Mayor Pro-Tem Hernandez seconded the motion.**

Commissioner Baldwin said the City Manager had remarked some items not in the Top 5 but still on the list could be considered. City Manager Stahle did not mean to suggest the numbers on any of this were priority. They will be on the list, but the only ones with priority are the ones you just voted on – Numbers 1-5. Commissioner Baldwin asked if the legislators would see the entire list and was told yes. The City Manager told him the State indicated they would only look at the Top 5, but will know what your 6,7,8,etc. on the list are. Commissioner Baldwin asked if we could continue to prioritize the list after #5. City Clerk Cantin added when you meet with your legislators right before they leave for Session you could make it clear at that time.

Mayor Galea asked when we would decide this and Commissioner Baldwin told her perhaps Staff could take the record of this meeting and list the ones we discussed. He was told absolutely and Commissioner Sikes reminded all they had discussed C.O.P.E. The City Manager told the Mayor he would be comfortable with bringing it back with the notation of all the ones you talked about and then let you all decide what order to put them in. Next Tuesday is our 'drop dead' date to get the Top 5 in along with the Master List.

**Roll call vote was taken by the Clerk. Motion carried with a vote of 7-0-0.**

City Manager Stahle said there were more items for discussion and they could be taken care of now or delayed to another meeting. He said they needed to go over the Overview of the Current Street Construction and Improvement Projects which are Capital Improvement Projects. The Mayor agreed these were very important and asked if anyone would not like to do this at this time. She said we could take a break for a few minutes and then come back to this.

Commissioner Rardin asked the City Attorney if they were in violation of the Open Meetings Act and was told they could discuss but not take any action.

**The Mayor called for a 10 minute recess at 8:57 p.m. and reconvened at 9:12 p.m.**

**Commissioner Baldwin left the meeting during the break.**

City Manager Stahle told the Commissioners this would be covered quickly because of the time. He said City Engineer Thomas would walk them through this in order to update everyone on where we stand with the Construction and Improvement Projects. We have focused on getting them all completed but there are some issues. In your last meeting Commissioner Rardin had pointed out you would like to remain with the original scope of the projects, so he asked City Engineer Thomas to walk you through the whole thing. As our attorney has indicated, we will not take any action but there are some conclusions and recommendations we will bring back at a later time. He encouraged them to give all of this some serious thought. The Staff is obligated to give you professional recommendations and we expect and hope you will give us direction on how you would like us to handle each of the projects. He then asked Mr. Thomas to present this information as quickly as possible.

City Engineer Thomas reviewed the Construction and Improvement Projects, mainly the ones coming out of Fund 109 and Fund 118. He told the Commissioners Fund 109 was a combination of gross receipts taxes from 2004 and 2008 that have been dedicated to construction and improvement of streets. First of the 109 projects was the 10<sup>th</sup> Street turn lane at White Sands Blvd. and it is also a NMDOT/FHWA grant of \$200,000. The budget is fronted by the City and we would get that back at the end of the project after correctly completing all paperwork. Part of 109 is funding other portions of other projects. Fund 118 monies must be spent by December of 2014 and is a 2011 NMFA State GRT Street Fund. Of the 'Big 8' projects being funded out of this, four are intersection street projects and four are pavement improvement projects. The projects are Panorama/Hamilton Intersection, Washington/1<sup>st</sup> Street Re-alignment that will be in front of the new school, Pecan/Indian Wells/Washington Re-alignment (currently under construction), and Pecan Extension to Fairgrounds Road. The Pavement Improvement Projects are North Florida Pavement Improvements – 10<sup>th</sup> to 16<sup>th</sup>, Washington Avenue Pavement Improvements – 1<sup>st</sup> to 10<sup>th</sup>, North Scenic Pavement Improvements – Florida to White Sands Blvd., and Fairgrounds Road Pavement Improvements – Florida to White Sands Blvd.

He then talked about how the project budgets were developed. To do this you should meet with the stakeholders who are the Commissioners and whatever neighborhood is affected, as well as consulting with Economic Development. You then develop a concept plan and for new street/intersection projects, two or three versions may be necessary to fully scope-out your options. We then develop a Bid Form using available bid data, typical pay items and quantities measured from

the Concept Plan. You have to have a Concept Plan so you can load a Bid Form and begin to build your budget. At that point, we would develop a Budget Work Sheet which would contain a lot of 'soft costs' that are typically overlooked. We would perform preliminary investigation work on the project which would include topographic survey, boundary data, geotechnical, archaeological, lead and asbestos surveys and any other environmental surveys. After that, we would refine concept plans and budgets and develop a preliminary plan which we would review with the stakeholders in order to develop the final plan. Revision of the worksheet and checking the budget would follow this and if necessary we would reduce the scope of the project or create phases. City Engineer Thomas went over the Capital Project Budget Worksheet pointing out the soft costs that were consultant fees, property acquisition costs, environmental, cultural resources, building demolition, ACM surveys/abatement, geotechnical, testing and materials, ads and miscellaneous expenses, construction estimate which would be a big number and finally project contingency (10% of the construction estimate) which would include unforeseen issues in the field entailing change orders, or if the Commission wanted some project enhancement. According to City Staff, the concept plans and detailed cost estimates were not completed for these Fund 118 projects and the soft costs were not accounted for when the projects were conceived.

City Engineer Thomas then covered the next table which showed the beginning balance of Fund 118 that was a little over \$7.5 million dollars. The first project completed out of that was the Street Maintenance Preparation Project (SMP) 2010. Next was the Juniper Drive Improvements of which \$38,545.47 was spent. Next he listed the projects in various phases of design beginning with the Pecan/Indian Wells/Washington Re-alignment that was originally estimated at \$1.6 million dollars and we are currently at \$1.7 million dollars. The Washington/First Street Re-alignment had an original budget of \$250,000 which does not include the \$500,000 that has been promised by the Schools, and it also was not completely cost-loaded. Thus, it was short even at \$250,000, and our current estimate for this is just under \$2.4 million dollars. The Panorama Blvd./Hamilton Road Reconfiguration is \$735,421.16 and our current budget is just under \$500,000. The Pecan Drive Extension had an original budget of \$1.265 million dollars, and we are now at \$1.923 million dollars. The N. Florida Ave. Street Improvements from 10<sup>th</sup> to 16<sup>th</sup> Streets was never budgeted, but we moved \$615,000 into that as a beginning point and this wasn't a cost estimate; it was a place to put 118 funding. With a complete re-build of N. Florida, we are a little over \$1.3 million dollars. The Washington Ave. Street Improvements from 1<sup>st</sup> to 10<sup>th</sup> Streets has been completely designed, fully scoped and is at \$456,974.30. The project money was never allocated to Washington and no one ever looked at the Fund 118 balance so it was never funded. N. Scenic Drive Street Improvements from Florida to White Sands Blvd. had \$842,075 and we are now at \$1,566,122.58 which is for a complete re-build of N. Scenic which might not be necessary. Fairgrounds Road Street Improvements from Florida to White Sands Blvd. was \$660,000 and we are now at \$697,996.24. City Engineer Thomas stated that with these numbers we are at a deficit of about \$3.3 million dollars in Fund 118. This is the worst case scenario. City Engineer Thomas told them the assumptions made to create the table were the Juniper Project would be re-allocated to other 118 projects and we would use the fund balance of \$432,807 to fund the rest of the 118 projects.

Next, the City Engineer touched on some of the projects. The Washington/1<sup>st</sup> Street Re-alignment in Phase 1 would extend Washington Ave. south to the existing school road in front of the new Desert Elementary and create a signalized intersection at 1<sup>st</sup> St. Phase 2 would extend the street to Ocotillo (study in Phase 1). We haven't seen the results of the Phase 2 study yet, but we are cooking hot and heavy on Phase 1 construction. The Design Team created three options and they all missed the Odd Fellows Hall building which we thought we would have to take the first time around. It turns out we won't have to take the building and the whole property. All of the concepts will require a piece of the Odd Fellows lot, however, and a piece of the property on the north side of 1<sup>st</sup> Street. A Cultural Resource Survey was done on the project where we hired an archeologist who looked at cultural resources. They identified two - the Scorpion Site, and Odd Fellows Hall which was identified as an historic building because of its history. He said it isn't on the Historical Registry and the City Manager remarked it was a building that came off the Base. Commissioner Rardin said it could be taken down and moved very easily, but City Manager Stahle said we don't have to touch it. Before we begin construction on Phase II, City Engineer Thomas said we will have to do some test bidding on the

Scorpion Site to finish the investigation. He said part of that site wasn't investigated when they put in the water retention ponds in front of the Middle School which were a Corps Project.

The City Engineer pointed out the red line on the slide of Washington/1<sup>st</sup> Street and showed slides of the options for configuration of the intersection. Option 1 showed what would have to be taken from the two properties and noted it gives a nice right angle intersection. The total project budget estimate for that is \$2,386,382. Option 2 is a skewed intersection, is a little cheaper and takes less of the property to the north. Option 3, which he noted would be great because it has less curves, is the most expensive option since we would have to take almost all of the commercial property to the north because we would severely limit their ability to develop the property. We recommend the selection of Option 1 since it will provide a perpendicular intersection.

Commissioner Rardin commented we should stick with the one we discussed with the School system at our meeting several months back. He thought we had \$800,000 set aside to do it originally at Canyon Road, and due to the fact they are building this school, even though he wanted to go through Canyon Road so as not to have three stop lights within three blocks, he compromised and decided to do the Washington re-alignment so they would have their access. At the time, Public Works Director Cesar stated he thought we could do it for what we had budgeted for the original project. Commissioner Rardin felt we should stick to that. From what he understood, all of these would be shifted to the west and require a box culvert because of the drainage ditch and that would be an added expense. If we are going to have a skewed intersection we need to go with the original plan. City Manager Stahle asked him if his suggestion was to go with Option 2 and not build the road south, and Commissioner Rardin said Option 2 wasn't like the original plan. City Manager Stahle said he didn't know if there was an original plan, and Commissioner Rardin said there were some original concept drawings which did not involve building a box culvert. The road was going to stay as it was and then change just past the ditch. Mayor Galea said that is why we were looking at the Odd Fellows. Commissioner Rardin said this had been discussed in depth when we sat down with the Schools. City Manager Stahle said the Staff has not been able to put their hands on any concept plans, but he thought if in fact we push the road on the north side so we didn't have to extend the box culvert it crosses, you may end up affecting the Odd Fellows building which means we'd have to take the whole property. This plan would not have to take the whole property. Commissioner Rardin asked if it was cheaper to buy their property or cheaper to build the box culvert. City Manager Stahle said he thought the box culvert extension was the less expensive of the two and City Engineer Thomas agreed. Mayor Galea said there isn't another place in the City the Odd Fellows building could move to where they could do their Bingo and square dancing. Commissioner Rardin thought there were plenty of places they could do that. City Manager Stahle added that in talking with the Odd Fellows, they said if the City ended up taking their property that money would go back to their headquarters operations back East and they would not be able to use it here. On the other hand, if we could find them a place and trade, the headquarters group might be able to accommodate that. We have looked around and not found anything that would be a reasonable trade. Commissioner Rardin asked if they would be interested in the bowling alley, and the City Manager said they weren't because the building is not in good shape.

Commissioner Rardin told him when they had met with the Schools he had been leery of them because they said they 'thought' they had half a million dollars for this road. We need to know if they have that money and he felt the City would end up paying for the whole thing. He thought they would come and tell us they needed a road here and we'd be expected to build it. He again stated his opinion that we needed to do the intersection as planned and as cheaply as possible. We were originally looking at \$800,000 for years as opposed to this number of \$2.3 million dollars. He mentioned Commissioner Rentschler wanted to make it straight between the two cemeteries and most of the Commission wanted it to go through the park and tie into Canyon Road since it already went all the way through to Panorama and Ocotillo. We need to figure out how to get this done for what we talked about originally. The City Manager asked him what that number was and Commissioner Rardin told him \$800,000 when we were going to go through Canyon. Public Works Director Cesar said we had talked about \$1.5 million dollars at the School Board meeting. The Commission then took that number down to \$1.3 million when the School System said they had

\$500,000. City Clerk Cantin pointed out they all had the minutes from that meeting. City Manager Stahle asked where the \$1.5 million came from in the first place and if someone had the details of that plan, we would be eager to see them. He said he would go back and look again, but all we have now are the minutes. City Clerk Cantin pointed out in the packet the part with APS on the front. The City Manager said it is not a budget for the kind of detail we are into now. Commissioner Rardin said we are looking at almost a million dollars difference in what we discussed and what you are showing us now. The City Manager said this alignment shows almost the same configuration as Option 2 and it does try to save the Odd Fellows and avoid the culvert. City Manager Stahle said we can take a look at this and go back to double check, but right now the estimated expenses to do this project in total are \$2.3 million dollars.

Commissioner Rardin said the bottom line on all these projects is we need to get on the ball and the City Manager said that is why we are here. Commissioner Rardin told him the previous Commission already had them designed and funded and were moving forward with them. Now we are changing them, and we only have a year. All of these should be breaking ground today. City Manager Stahle said he could not change the past and has to contend with what he is handed. He said we need to keep going and see what we can come up with.

Mayor Galea said we are trying to move forward but there was that property acquisition we had to address as well as the geotechnical issues and other soft costs, and that is why the costs now are higher than the original. Commissioner Rardin stated he had been on this Commission almost five years and had never seen a project that didn't come in under the engineer's estimate. City Manager Stahle said again this is a worst case. Commissioner Rardin said Public Works Director Cesar said we could do it for \$1.5 million in that one meeting, and he has been doing this a long time.

The City Engineer continued with his presentation. The Panorama/Hamilton Intersection traffic study was done from July 2011 and recommended against a 4-way stop. We had a consultant look at running additional operational analysis to determine effects of closing the Taco Bell entrance and limiting Carino's entrance to Right-in/Right-out only. They also looked at 2-way and 4-way stops with and without dedicated east-bound right and left turn lanes. They also looked for the year when a signal would be warranted which is the year based on traffic projections. He said the project as it is right now will build a dedicated right turn lane in front of the car wash and dedicated left turn lanes on Panorama. The results of the models indicated a 4-way stop with no other improvements would create a Level of Service (LOS) of F for eastbound traffic. We already have a LOS of F for northbound traffic. By adding a dedicated eastbound right turn lane, left turn lanes, and re-aligning the north driveway, a 2-way stop improves the northbound, left turn from F to D (2013), which this is the worst-case turn in the intersection. By 2017, with a growth rate of 3% per year, the same movement will degrade from D to E. A 4-way stop at that point improves the northbound, left turn from E to B. But now the eastbound through movement goes from an A to a C. The long and short of it is signals are going to be necessary by 2019, assuming 3% growth. What we are going to do with that is put the conduits in with the project and phase in costs instead of re-building the street. We could do a mill and overlay over the whole intersection and bring the total price for the project from \$735,421 to \$497,857. We need to verify the existing pavement section before we can recommend a repave. If we were to build it now, a fully signalized intersection with a re-built pavement section would be estimated at \$1,049,040. He reiterated they would be running conduits for the future signal with the current project.

The Pecan Drive Extension is a 300 ft. street extension to Fairgrounds Road with a large ditch crossing. The right-of-way has already been dedicated and the hospital will dedicate whatever property we need for channel improvements related to the crossing. It is basically a big drainage project with a street on top because of the NMSU-A arroyo. We will be extending water and sewer up to the corner with Fairgrounds Road for future hospital development, and he understood that could be paid out of a different fund, so that savings is not reflected in these numbers. The design calculations for the ditch and the various options for the culvert crossing have been performed and was no small task for the previous project team. We do need to team with a consultant to get this done. Just as Commissioner Rardin said, we've had this project since 2011 and haven't been able to get it done

and we are down to crunch time. We are looking for help from outside to get it done in time. He then pointed out things on the slide of the area. Our budget number now for Pecan Drive Extension is \$1,923,213. A lot of that cost is in channel re-alignment as well as the actual crossing itself.

He moved on to the Pavement Improvement Projects.

City Manager Stahle asked to back up a little to the Panorama/Hamilton project. His understanding was that prior direction was a 4-way stop. What you just heard was a 2-way stop that will make due until a traffic light goes in. It isn't like you talked about a few minutes ago at 1<sup>st</sup> and Washington. It will improve the working of the intersection somewhat, and we are putting some conduit in so if growth mandates it, a traffic light will be installed. At that time it will be a less expensive effort since the conduit will already be installed. Be aware, this is not consistent with the prior direction, but it is something we can do to make an improvement and save some money. He wanted to make sure everyone understood that.

Commissioner Rardin said prior direction was to align the intersection, take the two, close them and make them one (the Golden Corral and Taco Bell), put in a 4-way stop, and then he thought they had discussed a right-hand turn lane, and the conduits were always a part of that. The City Manager said we just aren't doing the 4-way stop and the traffic engineers tell us we can leave the access into the Taco Bell which will help.

Commissioner Rentschler asked if it will cost  $\frac{3}{4}$  of a million dollars and City Engineer Thomas said if we do the full re-build of the pavement at the intersection the estimate is \$735,000. If we can get away with a mill and overlay of the intersection it will bring the price down to just under \$500,000. Commissioner Rentschler asked a question and the City Engineer said depending on what the substructure of the pavement looks like and this has yet to be determined, that will determine if a mill and overlay will supply us for 10 years. We are trying to stretch the Fund 118 money as far as we can so hope to do a mill and overlay. The building of a lane in front of the car wash has to be a full street section. In the end, we are envisioning all the pavement in the intersection will be new, whether it is a full re-build or a mill and overlay over the road. This remains to be seen. Commissioner Rentschler said he could see the right turn lane and the lane alignments, but didn't know if we needed to do the mill and overlay or the conduits at this time. City Manager Stahle said that could save some serious money. Mayor Galea felt the conduits needed to go in because we will be putting a light there in 2019. Commissioner Rardin said we don't necessarily need to put and light in and the Mayor disagreed.

Commissioner Rentschler said we have a \$3.3 million dollar short-fall in this budget so we need to look into saving some money. Mayor Galea said we also don't want to cause any accidents at that intersection. Commissioner Rentschler stated he wasn't suggesting we change the intersection but instead not put the conduits in and save  $\frac{3}{4}$  of a million dollars. The City Manager thought the point was if you delay this now you will face those expenses at a later date, and depending on the growth in the next several years, when we put the light in we'll do the conduit at that time. Commissioner Rentschler said his point was the lane alignment would do a lot for this road and the traffic. A right turn lane will do a lot for it, and he didn't know if we needed to spend  $\frac{3}{4}$  of a million dollars at this time.

Mayor Pro-Tem Hernandez suggested that in the last 25 years, techniques have gone from primitive to 'I can do it any way you want it' at a very low cost. Equipment will get more sophisticated so by 2019, he could only imagine what will be available. City Manager Stahle said we could do that as an add/alt. and make the decision whether to put the conduit in at that time.

City Engineer Thomas continued with a discussion about some of the terms that have been thrown around. He said the four pavement improvement projects, from what he has been able to determine from Staff, were all conceived as pulverize and pave (P&P) projects. That is not your typical mill and overlay and it isn't a street re-build. It is a deep mill process where the asphalt and base stone are mixed up to create a reclaimed base material, and then a new asphalt surface is placed on top of that. Some issues with that are you need to know the depth to the base stone. When you do a compaction

testing during construction, the chunks of asphalt interfere with the compaction results and the severely alligator-cracked pavement results in large 'chunks' that interfere with mixing and compaction. If you are compacting back to the gutter pans which we do, you have to remove the correct amount of material to make room for the hot mix asphalt surface. On large highway projects, they can always go up, but we can't do that here because it would interfere with our drainage. Then you have tight spaces and manholes to work with in an urban environment, which are a challenge. He showed pictures of Deep Milling or Full Depth Reclamation and how it works. The Mill and Overlay or Cold Mill and Hot Mix Asphalt Inlay mills 2" off the surface, tacks it with liquid asphalt and a new 2" asphalt hot mix surface is placed. A Pavement Re-build is where you dig out the old material and put in new material creating a new design section. He covered pavement design and how these roads are major collectors in the City. We can set up Traffic Counts; do Test Pits to determine the thickness of layers; sample of sub grade where we take a sample of the dirt below the base course and we run a CBR – California Bearing Ratio which tests the bearing strength; project Traffic Counts to a 10 year design; use NMDOT and AASHTO design procedures that are adjusted for our region to develop an aggregate base and surface material that will last 10 years.

The City Engineer said we did the geotechnical work on N. Florida. We did six holes on N. Florida and five holes on Washington. All the testing and the recommendations from Terracon cost us \$3,900. On N. Florida, we found the asphalt course averaged 2.3 inches and the average base stone course was only 3.7 inches. This was surprising since 8" are required and this is a major collector. This isn't enough material to pulverize and pave and the sub-base had very poor strength (CBR=0.8) and is an organic silt. We measured traffic counts and Terracon projected traffic loadings for a 10-year service life. They developed a new pavement profile for a 10-year service life and it was 12" crushed stone and 6" asphalt. This will be an 18" hole if you guys let me do it. He recommended a re-build of N. Florida from 10<sup>th</sup> to 16<sup>th</sup> which would cost \$1,326,612. If we simply Mill and Overlay the area and fix some drainage, it will cost \$670,021. He showed a picture of one of the test pits on N. Florida that showed 2" of asphalt and 2" of stone over dirt. With all the water main breaks you have a problem, and it is not surprising those alligator-cracks are caused from the sub-grade giving way.

City Engineer Thomas said Washington was a better story. We averaged 3.5" of asphalt and 6.9" of base stone, with the sub-grade strength poor but not as bad as Florida. Terracon went through the same drill and projected traffic loadings for a 10-year service life. We are so close to what we have there now that he would recommend there is sufficient profile to show it is a candidate for mill and overlay at a cost of \$456,974. It was last paved in 1993. Mayor Pro-Tem Hernandez asked if this was from 1<sup>st</sup> to 10<sup>th</sup> Streets and the City Engineer told him yes. Mayor Pro-Tem Hernandez said that is the one he told you to look up and the reason there is base course is because that one was completely done. He said to look it up and then tell him they did a good job. City Manager Stahle said this one has a better course base than Florida, and Mayor Pro-Tem Hernandez told him it failed within the first year and had to be re-done. Mayor Pro-Tem Hernandez asked Dean Hunt if he remembered this and he said it was the oil content. City Manager Stahle asked how long after it was put in was it re-done and was told it failed right away.

City Engineer Thomas told the Commission he had not fully scoped the N. Scenic and Fairgrounds Road Pavement Improvements Project. It needs the same type of geotechnical investigation as was done on N. Florida and Washington. He projected a worst-case scenario and said if we did a complete re-build on N. Scenic from White Sands Blvd. to N. Florida it would cost \$1,566,123 and if a partial re-build plus the mill and overlay were done it would cost \$1,224,784. He told them N. Scenic and Fairgrounds do include ADA improvements.

If we needed to do a complete re-build of Fairgrounds Road from White Sands Blvd. to Florida it would cost \$697,996 and if we did a partial re-build plus mill and overlay it would cost \$515,607. Mayor Galea asked him about N. Scenic Drive from Florida to White Sands Blvd. and thought a road worse than that would be S. Florida by where it ends. Eventually we will take that farther out and wondered about re-surfacing it. Commissioner Rardin said part of it is part of a subdivision and we do not own it. Public Works Director Cesar said there was an original agreement with that developer when they were supposed to put in the cross section. A previous Commission allowed the chip-

sealing to be done from Lomont to almost Desert Lakes. Public Works Director Cesar said that would be a very expensive project. City Attorney Thies added we have the half from the subdivision on the west side and don't have the property on the east side that is to be developed. The developers wanted us to make a full-blown out there and after a compromise we chip-sealed it in order to let people have access to those homes. City Manager Stahle said this was item #22 on the list we talked about earlier tonight.

City Engineer Thomas stated if we apply the potential savings in mill and overlay to Panorama/Hamilton and the four paving projects, we will get the shortfall down to \$1.9 million dollars. We looked at fund balance for 109 and based on numbers from Finance, there is a balance of \$5.2 million. The City Engineer recommended that we first re-allocate the Juniper Drive Funds to fund the shortfalls and the rest of the active project list for 118. Then, we will use the Fund 118 balance and allocate it. Any remaining shortfalls after that we will fund with 109. We aren't going to need anything near the whole 109 fund balance. We will need \$1.9 million of that \$5.2 million which would leave a good pile of money to do the next cycle of paving which hopefully will be residential collector and arterial, and any other 109 projects that pop up. We are feverishly progressing on all the Fund 118 projects and are acutely aware that money runs out.

Commissioner Rardin had an issue with using Fund 118 money. Previous Commissions had enough money to do these things, and now we don't. Fund 109 is set aside for Street Maintenance and past Commissions set that up because our roads had been neglected for so long. It wasn't set aside to build roads; it was for yearly improvements to roads around the community. He had issues using this money when money had been borrowed for this. Mayor Galea asked him where we should go to make up the \$1.9 million and he told her we need to use the original scope of work to get this done. Two years ago we had this money and now we don't. He said he had been through this before with the previous engineer and it was the same thing – changing scope in the middle of a project when money is already allocated. We've had it in the newspaper that we were going to fix peoples' roads and now we are saying we have a \$1.9 million dollar shortfall and can't do that.

Mayor Galea understood why he wanted to do mill and overlay but we have to address the sub-grade. Mayor Pro-Tem Hernandez asked when a mill and overlay was last done on Florida from 10<sup>th</sup> to 16<sup>th</sup>, and Public Works Director Cesar didn't remember it being done in the 16 years he has been here. Mayor Pro-Tem Hernandez asked when it had been re-aligned and was told about 1997. He said what is there has lasted this long.

The City Manager said we are willing to take whatever direction you want to give. What you have in front of you is worst-case scenario and our attorney has already indicated we can't take any action tonight. City Manager Stahle believed it is important to revisit this but we have to move forward. He wanted the Mayor to call a special meeting in order to focus on this, but in the meantime he asked each of them to give Staff any records they had and we will double check everything they can find including visiting with past engineers who worked for us. We will try to come up with how they came to their numbers, because he worried some of them just didn't have the same information in it. Let's do that and we'll call it a night. He said we will do the projects; the question is if you want to take the \$1.9 million, do you want to make adjustments, do you want to tap the 109 fund which is street maintenance. It would be nice to have that 109 to do street maintenance this year or next year. The fact is there is money there and you need to decide how to spend it.

Commissioner Rardin asked if this should be an agenda item for discussion and direction. City Manager Stahle encouraged them to have a special meeting because next Tuesday's regular meeting was going to be rather lengthy already, and suggested a meeting before the 7:00 regular meeting. Mayor Galea asked Commissioner Rentschler if he could come at 6:00 next Tuesday before the regular meeting and he said he would try. The City Manager said the only thing they had been able to find on the Florida was a page, and the minutes talked about things but without any instruction. Commissioner Rardin said there were some plans and City Manager Stahle asked him to help us find them.

**ADJOURNMENT**

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Mayor Pro-Tem Hernandez moved to adjourn at 10:05 p.m. Commissioner Talbert seconded the motion. Motion carried with a vote of 6-0-0. Commissioner Baldwin was absent.

The seal of the City of Alameda is circular with the text "CITY OF ALAMEDA" around the perimeter. In the center, there is a shield with a scale of justice and a book. Below the seal, the word "ATTEST:" is printed. A blue ink signature, "Renee L. Cantin", is written over the seal and the word "ATTEST:". Below the signature is a horizontal line, and underneath that line, the text "City Clerk Renee L. Cantin" is printed.

ATTEST:  
City Clerk Renee L. Cantin

A blue ink signature of Susie Galea is written above a horizontal line. Below the line, the text "Mayor Susie Galea" is printed.

Mayor Susie Galea

*(Prepared by Nancy Jacobs, Deputy Clerk)  
Approved at the Regular Meeting held on October 22, 2013.*