

**SANTA FE COUNTY
BOARD OF COUNTY COMMISSIONERS
RESOLUTION NO. 2018-**

**A RESOLUTION OPPOSING THE DEPARTMENT OF THE INTERIOR, BUREAU OF
LAND MANAGEMENT'S PROPOSED REPEAL OF ITS METHANE RULE WHICH
WAS INTENDED TO REDUCE AND REGULATE METHANE LEAKING, VENTING
AND FLARING FROM OIL AND GAS OPERATIONS**

WHEREAS, energy development is critically important to the economy of both Santa Fe County and the State of New Mexico; and

WHEREAS, the State of New Mexico is among the nation's leading producers of oil and natural gas; and

WHEREAS, oil and gas revenue is the cornerstone of New Mexico's educational funding; and

WHEREAS, the United States Department of the Interior's Bureau of Land Management (BLM) has the authority and duty to ensure a fair return for publicly owned oil and gas resources under the Mineral Leasing Act of 1920; and

WHEREAS, the BLM finalized a rule in November 2016, to reduce and regulate methane leaking, venting and flaring from oil and gas operators on federal and tribal lands; and

WHEREAS, the requirements of the rule were due to take effect in January of 2018, until the BLM announced a delay in implementation of the rule for one year, until January 2019; and

WHEREAS, on February 12, 2018, the BLM proposed to repeal most of the provisions within the BLM methane rule; and

WHEREAS, a recent National Aeronautics and Space Administration (NASA) study found that oil and gas operators remain the largest contributors of methane gas; and

WHEREAS, a 2014 NASA study discovered a large and highly concentrated methane plume in the Four Corners region where much of New Mexico's natural gas production occurs; and

WHEREAS, a 2013 report by ICF International Inc. found that a significant amount of natural gas, worth as much as \$330 million, was lost through leaking, venting and flaring on federal and tribal lands, which is enough natural gas to provide energy for 1.5 million homes for one year; and

WHEREAS, the BLM does not charge royalties or charges reduced royalty rates on methane, the primary component of natural gas that is leaked, vented and flared; and

WHEREAS, according to New Mexico Senate Memorial 29, introduced by Senator Benny Shendo, Jr. during the First Session of New Mexico's 52nd Legislature, nearly 45 percent of all BLM applications to flare royalty-free come from New Mexico; and

WHEREAS, according to Senate Memorial 29, estimates suggest that as much as 90 percent of natural gas wasted through flaring could be captured or put to use; and

WHEREAS, the state of Colorado saw a marked increase in natural gas production and job creation after adopting state rules to cut methane waste, with some companies addressing the issue prior to the rules adopted by the state; and

WHEREAS, reducing methane waste would bring critical public health benefits to our communities located near oil and gas extraction and processing sites, by simultaneously cutting ground-level ozone-forming gases and cancer-causing pollutants such as benzene and other volatile organic compounds; and

WHEREAS, it is estimated that the BLM methane rule would generate \$6.7 million to \$8.1 million in royalties for New Mexico – additional revenue critical to helping address education needs statewide; and

WHEREAS, efforts to eliminate methane emissions would likely create high-quality jobs, economic development in the domestic oil and gas manufacturing and service sectors, and provide much-needed royalty revenue to the state to invest in areas of greatest need.

NOW THEREFORE, BE IT RESOLVED that the Board of County Commissioners of Santa Fe County (BCC) opposes the BLM's proposal to repeal most requirements of the BLM methane rule.

BE IT FURTHER RESOLVED that the BCC fully supports implementation of the BLM methane rule to reduce the wasteful venting, leaking and flaring of natural gas from oil and gas operations occurring on federal and tribal lands, which rule protects the health, welfare and potential revenue rightfully due to the citizens of New Mexico.

BE IT FURTHER RESOLVED that a copy of this Resolution be distributed to members of the New Mexico Congressional Delegation, members of the United States Senate, relevant units of the United States Department of the Interior including the BLM and the Bureau of Indian Affairs, and to the New Mexico Association of Counties.

APPROVED, ADOPTED AND PASSED this 13th day of March, 2018.

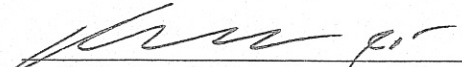
BOARD OF COUNTY COMMISSIONERS

Anna Hansen, Chair

Attestation:

Geraldine Salazar, County Clerk

Approved as to Form:

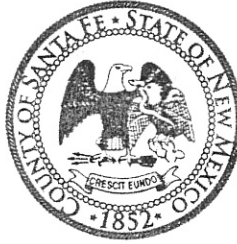


R. Bruce Frederick, County Attorney

Henry P. Roybal
Commissioner, District 1

Anna Hansen
Commissioner, District 2

Robert A. Anaya
Commissioner, District 3



Anna T. Hamilton
Commissioner, District 4

Ed Moreno
Commissioner, District 5

Katherine Miller
County Manager

MEMORANDUM

Date: March 5, 2018

To: Board of County Commissioners (BCC)

From: Ray Matthew, Transportation Planner *RM*

Via: Paul Olafson, Planning Projects Manager *PO*
Robert Griego, Planning Manager *RG*
Penny Ellis-Green, Growth Management Director *PEG*
Katherine Miller, County Manager

Item: Resolution 2018 - ___, A Resolution Supporting Continued Service by the New Mexico Rail Runner

Summary:

The United States Congress established December 31, 2018 as the deadline for all rail service providers to implement Positive Control Train Control (PTC) safety systems on the nation's rail lines. The Federal Rail Authority (FRA) can suspend or curtail service for rail service providers that do not meet the deadline. The proposed Resolution (See attached) supports Rio Metro's (operator of the Rail Runner) efforts to finance and implement PTC and for the continuation of Rail Runner service beyond the December 31, 2018 deadline while PTC is being implemented on the system.

Background and Discussion:

Santa Fe County provides financial support to the New Mexico Rail Runner (NMRX) passenger service with funds collected by the County via the Transit Gross Receipts Tax (Transit GRT). Fifty percent of the Transit GRT is allocated to NMRX which provides passenger rail service to Santa Fe for commuters and visitors.

Installation of PTC on the NMRX is estimated to cost approximately \$55 million. When establishing the deadline for installation of PTC, the US Congress did not provide funding for these projects. In 2017, the FRA denied Rio Metro's request for an exemption of the December 31, 2018 deadline. FRA advised Rio Metro to prepare a Risk Mitigation Plan, which if approved by FRA, could allow the continuance of full or curtailed passenger service while PTC is being installed. Rio Metro has prepared and submitted the Risk Mitigation Plan to FRA.

Additionally, Rio Metro has developed a PTC financing strategy which is being forwarded to Rio Metro's Board and NMDOT for consideration of approval. The proposed financing includes using FTA formula funds, federal grant monies, a loan from the NMDOT State Infrastructure Bank (SIB) program, and the issuance of GARVEY Bonds by Rio Metro to complete the PTC installation project. Repayment of these funds would be from the current GRT proceeds and no additional GRT increases are proposed in this funding strategy.

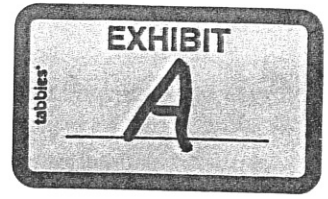
The attached resolution supports Rio Metro's efforts and finance strategy to implement PTC along with the continuation of Rail Runner service beyond the December 31, 2018 deadline while PTC is being implemented on the system.

Staff Recommendation:

Staff recommends approval of Resolution 2018 - ____, A Resolution Supporting Continued Service by the New Mexico Rail Runner.

Attachments:

Exhibit A: Resolution 2018 - ____, A Resolution Supporting Continued Service by the New Mexico Rail Runner



SANTA FE COUNTY
RESOLUTION NO. 2018 - __

**A RESOLUTION SUPPORTING CONTINUED SERVICE BY THE NEW MEXICO
RAIL RUNNER**

WHEREAS, the Board of County Commissioners of Santa Fe County (BCC) considers the continuation of service by New Mexico Rail Runner Express (NMRX) to be important to Santa Fe County and the Region; and

WHEREAS, Santa Fe County provides financial support of NMRX through the Santa Fe County Transit GRT, and 50% of that Transit GRT is allocated for the operation of NMRX; and

WHEREAS, the BCC is aware that the federal government has mandated Positive Train Control (PTC) systems be installed on all Class 1 freight and all commuter railroads by December 31, 2018, but has provided only minimal funding for implementation; and

WHEREAS, Rio Metro Regional Transit District (RMRTD) operates the NMRX on behalf of the New Mexico Department of Transportation (NMDOT), who owns the NMRX track and the NMRX rolling stock; and

WHEREAS, the NMDOT has indicated that it is unable to provide the capital funding required to implement PTC on the NMRX, estimated at \$55,000,000; and

WHEREAS, RMRTD has applied for multiple federal grants to facilitate funding the implementation of PTC, and has received \$3,600,000 through these efforts; and

WHEREAS, RMRTD began to receive an additional \$4,000,000 in FTA 5337 (State of Good Repair) formula funding annually beginning in federal fiscal year 2017 that is eligible to support PTC implementation; and

WHEREAS, in addition to pursuing PTC installation and the required funding, RMRTD has also pursued alternatives to installing PTC, including submitting for a mainline track exclusion (an exemption from having to install PTC) for the NMRX and these alternatives were not approved by the Federal Railroad Administration (FRA); and

WHEREAS, RMRTD, following guidance provided by FRA after their denial of the PTC exemption request, has been working with the FRA and tenant railroads (BNSF and Amtrak) to develop a "Risk Mitigation Plan" in accordance with 49 CFR § 236.1019(c)(1)(iii) to allow continued operations of the NMRX after the December 31, 2018, PTC implementation deadline in a temporary capacity; and

WHEREAS, RMRTD, working with the NMDOT, issued a Request for Proposals (RFP) on January 29, 2018 for the implementation of PTC on the NMRX; and

WHEREAS, RMRTD has applied for a State Infrastructure Bank (SIB) loan through NMDOT to partially fund the implementation of PTC on the NMRX using Rio Metro gross receipt tax funds to service debt; and

WHEREAS, RMRTD is working with Federal Transit Administration (FTA) to partially fund the implementation of PTC through a combination of current year FTA 5337 formula funds and grant anticipation financing using future FTA 5337 formula funds to service debt; and

WHEREAS, the State Transportation Commission will consider the SIB application at their March 15, 2018, regularly scheduled meeting in Rio Rancho, New Mexico; and

WHEREAS, the BCC believes that it would be in the best interest of the traveling public, and for regional connectivity, to continue Rail Runner services after the 2018 deadline, while the implementation of PTC is still pending; and

WHEREAS, the BCC wishes to express its support for a resolution to the PTC issues that ensures continuation of rail service after the December 31, 2018, federal deadline and the implementation of a PTC system.

NOW THEREFORE BE IT RESOLVED by the BCC as follows:

1. The BCC hereby supports the continued operation of the NMRX after the December 31, 2018, federal deadline for installing PTC, and encourages all persons and entities involved, including but not limited to the agents of the federal government, to take such steps as are reasonably practicable to permit and ensure the continued operation of the NMRX commuter service after the federal deadline, until the installation of a PTC system is completed;

2. The BCC also supports the RMRTD SIB loan application being considered by NMDOT, and RMRTD's efforts in working with FTA to finance a portion of PTC Implementation with grant anticipation financing using future FTA 5337 funds to service debt.

PASSED, APPROVED, AND ADOPTED THIS 13th DAY OF MARCH, 2018.

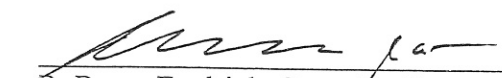
**BOARD OF COUNTY COMMISSIONERS OF
SANTA FE COUNTY**

Anna Hansen, Chair

Attest:

Geraldine Salazar, Santa Fe County Clerk

Approved as to form:

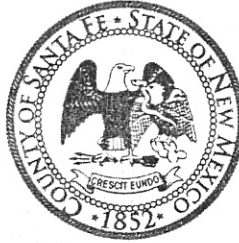


R. Bruce Fredrick, Santa Fe County Attorney

Henry P. Roybal
Commissioner, District 1

Anna Hansen
Commissioner, District 2

Robert A. Anaya
Commissioner, District 3



Anna T. Hamilton
Commissioner, District 4

Ed Moreno
Commissioner, District 5

Katherine Miller
County Manager

MEMORANDUM

Date: March 6, 2018

To: Board of County Commissioners (BCC)

From: Ray Matthew, Transportation Planner *RM*

Via: Paul Olafson, Planning Projects Manager *PO*
Robert Griego, Planning Manager *RG*
Penny Ellis-Green, Growth Management Director *PEG*
Katherine Miller, County Manager

Item: **Resolution 2018 - ___, A Resolution Supporting Santa Fe Metropolitan Planning Organization Resolution No. 2018 – 01 Which Supports Transportation Planning that Advances the Sustainability Goals of the 2015 Santa Fe County Sustainable Growth Management Plan and the City of Santa Fe 25 Year Sustainability Plan**

Summary:

At the February 22, 2018 meeting of the Santa Fe Metropolitan Planning Organization (MPO) Policy Board, the MPO approved Resolution No. 2018-01 (see Exhibit A) which supports transportation planning that advances sustainability goals in the 2015 Santa Fe County Sustainable Growth Management Plan (SGMP) and the City of Santa Fe's 25 year Sustainability Plan. The attached resolution (Exhibit B) supports MPO Resolution No. 2018-01 and is consistent with Santa Fe County Resolution No. 2017-68 (Exhibit C) which directs the County to strive to reduce greenhouse gas emissions per the targets set in the 2016 Paris Climate Agreement.

Background and Discussion:

Santa Fe County has implemented major initiatives to achieve sustainability goals outlined in the 2015 SGMP. Specifically, the following sections identify transportation related sustainability issues:

- Section 1.2.1.2 Principles of Sustainable Communities
- Chapter 10, Goal 33 Expand public transportation to encourage automobile trip reduction
- Chapter 10, Goal 35 Limit air, noise, water pollution due to transportation

In addition to the policy framework identified in the SGMP, the County has pursued other initiatives via the creation of dedicated positions and programs for sustainability and approved

Santa Fe County Resolution No. 2017-68 in which the Board agreed to strive to reduce greenhouse gas emissions per the targets set in the 2016 Paris Climate Agreement in order to limit average global temperature increases.

The 2015 Greenhouse Gas Emission Inventory created by the Climate Working Group on behalf of the Sustainable Santa Fe Commission showed on-road transport as the source of 50% of greenhouse gas emissions in Santa Fe County. Santa Fe MPO Resolution No. 2018-01 supports MPO transportation planning that advances the goal of reducing greenhouse emissions from on road transport. Examples of projects that can reduce on road greenhouse gas emissions are: transit, bike and pedestrian improvements; corridor improvements such as signal timing and provision of turn lanes to reduce traffic congestion.

The attached resolution supports the MPO Resolution No. 2018-01 calling for support of transportation planning that advances sustainability goals in the 2015 Santa Fe County Sustainable Growth Management Plan and the City of Santa Fe's 25 year Sustainability Plan.

Staff Recommendation:

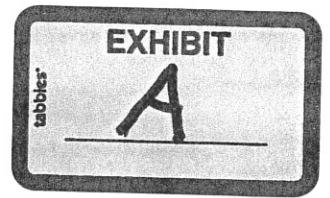
Staff recommends approval of Resolution 2018 - ___, A Resolution Supporting Santa Fe Metropolitan Planning Organization Resolution No. 2018 – 01 Which Supports Transportation Planning that Advances the Sustainability Goals of the 2015 Santa Fe County Sustainable Growth Management Plan and the City of Santa Fe 25 Year Sustainability Plan.

Attachments:

Exhibit A: Santa Fe MPO Resolution No. 2018-01

Exhibit B: Resolution 2018 - ___, A Resolution Supporting Santa Fe Metropolitan Planning Organization Resolution No. 2018 – 01 Which Supports Transportation Planning that Advances the Sustainability Goals of the 2015 Santa Fe County Sustainable Growth Management Plan and the City of Santa Fe 25 Year Sustainability Plan

Exhibit C: Resolution No. 2017-68



1 SANTA FE METROPOLITAN PLANNING ORGANIZATION

2 TRANSPORTATION POLICY BOARD

3 RESOLUTION NO. 2018-01____

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5
6 **A RESOLUTION**

7 Of the Santa Fe Metropolitan Planning Organization (Santa Fe MPO) Transportation Policy Board
8 supporting the advancement of transportation investments and planning initiatives that served to
9 mitigate the impacts of greenhouse gas emissions and strives to support the goals set forth in the City
10 of Santa Fe's update of the "Sustainable Santa Fe 25-Year Plan" to become "carbon neutral by 2040"
11 and in turn supporting Santa Fe County's goals set forth in the 2015 Santa Fe County Sustainable
12 Growth Management Plan's goals to "support energy efficiency and renewable energy to reduce
13 greenhouse gas emissions and dependence on non-renewable energy use."

14 **WHEREAS**, the purpose of the Santa Fe MPO is to make critical decisions regarding
15 funding allocations for planned transportation projects within the Santa Fe MPO Planning Area; and

16 **WHEREAS**, the Fixing America's Surface Transportation (FAST) Act was signed into law
17 on December 4th, 2015 authorizing \$305 billion over fiscal years 2016 through 2020 for transportation
18 improvements; and

19 **WHEREAS**, transportation investments outlined in the Santa Fe MPO Metropolitan
20 Transportation Plan (MTP) anticipates approximately \$232.3 million dollars of investment between
21 2015 and 2040; and

22 **WHEREAS**, the Santa Fe MPO MTP defines sustainable transportation as "any means of
23 transport with low impact on the environment and includes green streets, walking and cycling, transit-
24 oriented developments, bike-share, green vehicles, car-sharing, and building or protecting urban
25 transport systems that are fuel efficient, space-saving, and promote healthy lifestyles; and

1 **WHEREAS**, The City of Santa Fe and Santa Fe County have made efforts to develop the
2 necessary polices, projects, programs, and infrastructure needed to further safeguard Santa Fe's
3 environment and begin to respond to threats associated with climate change; and

4 **WHEREAS**, carbon neutrality means achieving net-zero greenhouse gas emissions in carbon
5 dioxide equivalencies in the community by, among other things, increasing the number of renewable
6 energy-related projects, and implementing energy efficiency and energy conservation and carbon
7 sequestration programs and practices; and

8 **WHEREAS**, a Climate Working Group, on behalf of the Sustainable Santa Fe Commission ,
9 developed a greenhouse gas emissions inventory for the City of Santa Fe, the Santa Fe Metropolitan
10 Planning Area (MPA), and Santa Fe County; and

11 **WHEREAS**, the emission figures revealed that the largest emission sectors come from on-
12 road transportation (48-50%); and

13 **WHEREAS**, according to the United States Environmental Protection Agency (EPA) The
14 majority of greenhouse gas emissions from transportation are carbon dioxide emissions resulting from
15 the combustion of petroleum-based products where the largest sources of transportation-related
16 greenhouse gas emissions include passenger cars and light-duty trucks, and minivans, sport utility
17 vehicles, and pickup trucks; and

18 **WHEREAS**, The Santa Fe MTP' objective to "minimize impact on climate change" includes
19 baseline data form the Center from Neighborhood Technology's Housing and Transportation date
20 where 2015 greenhouse gas emissions calculated per household based on auto source emissions in the
21 Santa Fe MPO region was at 9.35 tons per household;

22 **WHEREAS**, the American Community Survey 2010, cited in Commuting in America, 2013;
23 Census Transportation Planning Package New Mexico Profile indicates that close to 80% of
24 commuters utilize single occupancy vehicles and only approximately 1% of commuters utilize public
25 transit and only approximately 3% of commuters walk or cycle; and

1 **WHEREAS**, the Intergovernmental Panel on Climate Change (IPCC) recommends modal
2 shifts from driving to walking, bicycling, and transit as a key mitigation strategy and that “Complete
3 Streets” are essential in order to make it possible for people to drive less and use streets to get around
4 more easily on foot, bike, and public transit; and

5 **WHEREAS**, the National Complete Streets Coalition, backed by detailed analysis indicates
6 that “the potential to shift trips to lower-carbon modes is undeniable... where places that are giving
7 people options are seeing a reduction in their emissions.”; and

8 **WHEREAS**, the proposed Sustainable Santa Fe 25 Year Plan’s objective for the
9 transportation sector is to “plan for and invest in a low-carbon, equitable and balanced transportation
10 system that supports a safe, healthy and resilient community.”

11 **NOW, THEREFORE, BE IT RESOLVED BY THE SANTA FE METROPOLITAN**
12 **TRANSPORATION POLICY BOARD** that:

13 1. Transportation planning initiatives and infrastructure investments shall strive to support the
14 vision, goals and strategies set forth by the City of Santa Fe and Santa Fe County aimed toward
15 substantially reducing the impacts of transportation investments that contribute to greenhouse gas
16 (GHG) emissions;

17 2. Transportation planning initiatives and infrastructure investments shall strive to honor the
18 Santa Fe MPO’s goal and priority for Environmental Stewardship to build “a transportation system
19 that protects the natural, cultural, and built environment.”

20 3. The Santa Fe MPO shall request that the City of Santa Fe’s Renewable Energy Planner
21 and Sustainable Santa Fe Commission include in its annual GHG emissions inventory of the Santa Fe
22 Metropolitan Area (MPA), GHG emissions stemming from transportation projects that are approved
23 for funding in the Santa Fe MPO Transportation Improvement Program (TIP).

1 PASSED, APPROVED, and ADOPTED this ____ day of _____, 2018.

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JOSEPH M. MAESTAS, CHAIR

5 ATTEST:

6

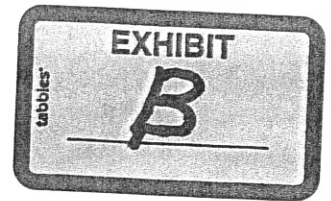
7 _____
YOLANDA Y. VIGIL, CITY CLERK

8 APPROVED AS TO FORM:

9

10

11 _____
KELLEY BRENNAN, CITY ATTORNEY



SANTA FE COUNTY
RESOLUTION NO. 2018 - _____

**A RESOLUTION SUPPORTING SANTA FE METROPOLITAN PLANNING
ORGANIZATION RESOLUTION NO. 2018 – 01 WHICH SUPPORTS
TRANSPORTATION PLANNING THAT ADVANCES THE SUSTAINABILITY GOALS
OF THE 2015 SANTA FE COUNTY SUSTAINABLE GROWTH MANAGEMENT
PLAN AND THE CITY OF SANTA FE 25 YEAR SUSTAINABILITY PLAN**

WHEREAS, Santa Fe County is a member of the Santa Fe Metropolitan Planning Organization (MPO); and

WHEREAS, the MPO has adopted MPO Resolution No. 2018-01, which supports the advancement of transportation investments and planning initiatives that mitigate the impacts of greenhouse gas emissions and support sustainability goals contained in the 2015 Santa Fe County Sustainable Growth Management Plan (SGMP) and the City of Santa Fe 25 year Sustainability Plan; and

WHEREAS, MPO Resolution No. 2018-01 is consistent with Santa Fe County Resolution No. 2017-68 in which the Board of County Commissioners of Santa Fe County (BCC) agreed to reduce greenhouse gas emissions in accordance with the targets set in the Paris Agreement in order to limit global mean temperature increases and is consistent with the City of Santa Fe's goal of becoming carbon neutral by 2040; and

WHEREAS, a climate working group, on behalf of the Sustainable Santa Fe Commission, developed a greenhouse gas emissions inventory for the City of Santa Fe, the Santa Fe Metropolitan Planning Area (MPA), and Santa Fe County which indicated that on-road transport is the source of 48 to 50% of greenhouse gas emissions; and

WHEREAS, MPO Resolution No. 2018-01 commits to focus efforts to support the visions, goals and strategies of Santa Fe County aimed towards substantially reducing the impacts of transportation investments that contribute to greenhouse gas emissions.

NOW, THEREFORE, BE IT RESOLVED that the BCC supports Santa Fe MPO Resolution No. 2018-01, which advocates for transportation planning that advances the sustainability goals contained in the 2015 Santa Fe County SGMP and the City of Santa Fe 25 Year Sustainability Plan.

PASSED, APPROVED, AND ADOPTED THIS 13th DAY OF MARCH, 2018.

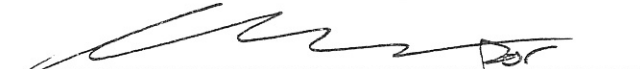
BOARD OF COUNTY COMMISSIONERS OF
SANTA FE COUNTY

Anna Hansen, Chair

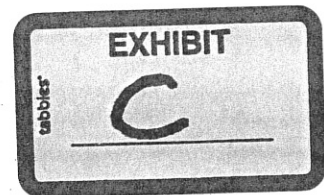
Attest:

Geraldine Salazar, Santa Fe County Clerk

Approved as to form:



R. Bruce Fredrick, Santa Fe County Attorney



**THE BOARD OF COUNTY COMMISSIONERS
OF SANTA FE COUNTY
RESOLUTION NO. 2017 - 68**

**A RESOLUTION IN SUPPORT OF THE PARIS
AGREEMENT**

WHEREAS, consensus exists among the world's leading climate scientists that global warming caused by emissions of greenhouse gases from human activities is among the most significant problems facing the world today; and

WHEREAS, documented impacts of global warming include but are not limited to increased occurrences of extreme weather events (e.g. droughts and floods), adverse impacts on ecosystems, and demographic patterns; and

WHEREAS, the Santa Fe Basin Study- Adaptations to Projected Changes in Water Supply and Demand, a collaborative analysis between Santa Fe county, the city of Santa Fe, and the Bureau of Reclamation, identified that the native Rio Grande water supplies, on which the County's water utility depends, is projected to be reduced by approximately 33% by the 2050s; and

WHEREAS, responding to the climate change provides communities an opportunity to access "first mover" advantage in the range of products, services and know-how that transitioning to a climate-compatible future brings; and

WHEREAS, over 1,200 governors, local governments, businesses, investors, and colleges and universities, representing the broadest cross section of the United States economy yet assembled in pursuit of climate action, have declared their intent to continue to ensure that the United States remains a global leader in reducing carbon emissions; and

WHEREAS, 194 countries have committed to policies that will increase reliance on renewable energy sources that New Mexico is well qualified to provide, thereby creating an economic opportunity for the citizens and businesses of New Mexico; and

WHEREAS, the Paris Agreement resulted in a commitment from almost every nation to take action and enact programs to limit global temperature increase to less than 2 degrees Celsius, with an expectation that this goal would be reduced to 1.5 degrees in the future; and

WHEREAS, in the United States, it is local and state governments, along with businesses, that are primarily responsible for the dramatic decrease in greenhouse gas

SFC CLERK RECORDED 06/28/2017

emissions in recent years, and such actions by individual groups will multiply and accelerate in the years ahead, no matter what policies Washington may adopt; and

WHEREAS, in the absence of leadership from Washington, states, cities, counties, colleges and universities and businesses representing a sizeable percentage of the U.S. economy will pursue ambitious climate goals, working together to take forceful action and to ensure that the U.S. remains a global leader in reducing emissions; and

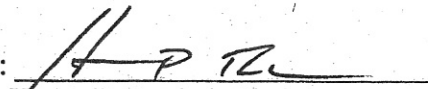
WHEREAS, the County has begun reducing its greenhouse gas emissions through implementing waste reduction, recycling, water conservation, energy efficiency, and renewable energy systems in County facilities and operations.

NOW, THEREFORE, BE IT RESOLVED by the Santa Fe County (County) Board of County Commissioners as follows:

1. The County joins other cities of the United States, including the City of Santa Fe, in the Climate Mayors network in adopting and supporting the goals of the Paris Agreement.
2. The County is committed to leading by example in reducing greenhouse gas emissions by implementing waste reduction, recycling, water conservation, and clean energy strategies in all aspects of its facilities and daily operation and reporting results to the Board annually.
3. The County is committed to exploring the potential benefits and costs of adopting policies and programs that promote the long-term goal of greenhouse gas emissions reduction while maximizing economic and social co-benefits of such action.
4. On behalf of the County, the County Manager is directed to sign onto the "Open letter to the international community and parties to the Paris Agreement from the U.S. state, local, and business leaders" at: <https://ceres.secure.force.com/BusinessParisResponse/>

PASSED, APPROVED, AND ADOPTED THIS 27th DAY OF JUNE, 2017.

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

By: 
Henry P. Roybal, Chair

Date: 6/27/17

SFC CLERK RECORDED 06/28/2017

ATTEST:

Geraldine Salazar
Geraldine Salazar, Santa Fe County Clerk

Date: 6-27-2017



APPROVED AS TO FORM:

Gregory S. Shaffer
Gregory S. Shaffer, Santa Fe County Attorney

Date: 6/19/2017



COUNTY OF SANTA FE)
STATE OF NEW MEXICO) ss

BCC RESOLUTIONS
PAGES: 3

I Hereby Certify That This Instrument Was Filed for
Record On The 28TH Day Of June, 2017 at 10:06:41 AM
and Was Duly Recorded as Instrument # 1829579
Of The Records Of Santa Fe County

Witness My Hand And Seal Of Office
Deputy A. Luna County Clerk, Santa Fe, NM
Geraldine Salazar

SFC CLERK RECORDED 06/28/2017

