



Board of County Commissioners (BCC)

Meeting: 05/12/15 05:00 PM

Department: Infrastructure Planning & Geo Resources
Prepared By: Jim Moreno
Director: Steve Miller
DCM: Roger Paul

Title: Adopting a Complete Streets Ordinance

Action:

Motion to approve the introduction and publication of an Ordinance for Complete Streets for an addition to the Bernalillo County Code of Ordinances, Chapter 66 - Roads and Bridges

Summary:

The Complete Streets Ordinance provides a means of balancing our transportation system by including bicycling, walking, and transit facilities within our roadways. Complete street facilities include but are not limited to sidewalks, bike lanes, multi-use trails, pedestrian crossings, and bus shelters. Complete streets employ cross-section elements built at a human scale to encourage safe travel and access for all users and appropriate to the land use context. Complete streets provide infrastructure for convenient travel for all modes of traffic, for those who don't drive, and for travelers with limited abilities. A similar ordinance was adopted by the City of Albuquerque on February 6, 2015 and new Complete Streets Standards were approved by the MRCOG for the region. Complete streets ordinances have been adopted in communities across the country and have demonstrated multiple economic, health, and safety benefits to the public.

With the adoption of this ordinance, complete streets enhancements will be included in new projects, rehabilitation/retrofit projects, and in maintenance activities that can accommodate these improvements, as appropriate.

Background, Need, and National Trends

Much of Bernalillo County's existing roadway system was built to facilitate access to destinations by personal automobile, resulting in streets that aren't conducive for other modes of travel. There is a growing acceptance nationwide of the need for multi-modal roadways that serve motor vehicles, bicyclists, pedestrians; and transit patrons of all ages and abilities. The complete streets approach is a nationally recognized framework for designing context-sensitive street facilities that enable safe travel by all users.

Hundreds of municipalities, more than half of U.S. states, and approximately fifty-five counties have adopted ordinances and policies incorporating complete streets concepts. The Mid-Region

Council of Governments passed a resolution on April 17, 2015 requiring that complete streets principles be incorporated into their planning documents and has prepared the *Long Range Transportation System (LRTS) Guidelines* that set out complete streets design standards.

Complete streets encourage private investment and redevelopment of properties they serve and foster new land use patterns that bolster economic growth and stability, help generate jobs, attract private investment and tourism, create place-making in areas of high activity and can increase retail sales and land values. They integrate general purpose roadways, sidewalks, bike lanes, transit amenities, traffic calming and safe crossings, to create a balanced transportation system that meets the needs of motorized and non-motorized travelers as well as persons with disabilities. Also, complete streets improve community health by reducing the risk of injuries and encouraging walking and bicycling to help combat obesity and heart disease. They promote alternative transportation modes, helping to reduce street network congestion and vehicle emissions.

Section II.D.4 of the *City of Albuquerque/ Bernalillo County Comprehensive Plan* establishes as a goal the development of corridors, streets and complementary adjacent land uses that provide a balanced circulation system through efficient placement of employment and services, encouraging bicycling, walking and use of transit as alternatives to automobile travel while providing sufficient roadway capacity to meet mobility and access needs. Section II.D.4.a.2 identifies a means of balancing the street system by encouraging bicycling, walking and use of mass transit between designated neighborhood, community and regional centers as an implementation technique to achieve a balanced transportation system. Section II.B.5 states that the established urban areas of the County shall offer a variety and a maximum of choices in the housing, transportation, work areas and life styles, while creating a visually pleasing built environment.

Various adopted local area plans, including sector development and corridor plans, establish policies calling for the development of streets that serve all users. Multiple street projects aimed at improving accessibility for all users are successfully completed around the County. These projects have demonstrated the viability of providing for pedestrians, cyclists, transit users and other while minimizing impacts to vehicle travel. Many opportunities remain, especially in suburban and urban areas of the County, to improve street rights-of-way for all users, especially where pre-scheduled projects, such as resurfacing, provide opportunities to consider new striping configurations. Public interest in multi-modal street infrastructure is increasing across a wide spectrum of people.

The Complete Streets Ordinance will foster a systematic approach to building facilities that encourage safe bicycling and walking in Bernalillo County. Communities across the nation have experienced an increase in non-motorized travel with the construction of complete streets

facilities. Bernalillo County recognizes the importance of non-motorized travel with its attention to the expansion of our trails system. Projects completed to date that contain complete streets elements include Eubank Phases I & II, Edith, Isleta Phases I & II, and Montano, totaling approximately seven miles. Future projects include the 2nd Street trail to Valle de Oro and the 2nd Street Alameda Drain trail in the North Valley.

This Ordinance pertains to approximately 70 miles of arterial and collector roads in the unincorporated area of Bernalillo County not including the East Mountain Area. Local neighborhood roads are not included in the Ordinance to preserve the unique character of individual neighborhood streets. East Mountain roadways are predominately rural with less of an opportunity to provide complete streets elements and are not covered by the ordinance. If trails, bikeways, or other non-motorized facilities are appropriate for the East Mountain area, they are encouraged and considered on a case-by-case basis outside the purview of the Ordinance.

Public Outreach

The MRCOG in preparing the Futures 2040 Metropolitan Transportation Plan developed LRTS to replace the Future Albuquerque Area Bikeways and Streets (FAABS) document. The LRTS includes street and street-side design guidelines based on complete streets principals, e.g. narrower lane widths, parallel bikeways, road diets, curb bulb-outs, roundabouts, etc.. The Futures 2040 MTP including LRTS was presented at a round of public meetings held by the MRCOG starting with public kickoff meetings in November, 2013, and finishing with a final open house and public meeting on March 24, 2015. A total of ten meetings were held, four of which were in Bernalillo County. Future Bernalillo County public meetings on the Complete Streets Ordinance may be planned if it is determined that the MRCOG meetings did not reach a good cross-section of Bernalillo County residents in the un-incorporated areas.

Staff requests the Board's approval of the introduction and publication of the draft Ordinance.

Attachments:

- Final Complete Streets Ordinance FAF (XLSX)
- Bernco Chapter 66 Article VI Complete Streets (DOCX)

Staff Analysis Summary:

Infrastructure Planning & Geo Resources Steve Miller Review Completed
05/05/2015 9:34 AM

Complete street projects improve safety for all roadway users and encourage multi-modal travel. Compared to conventional transportation projects, these projects are an inexpensive way to achieve transportation goals. Studies indicate complete street projects tend to enhance economic development by making the street more desirable for businesses. I recommend approval.

5/4/2015

- JM

Purchasing Dinah Esquivel Review Completed 05/05/2015 12:13 PM
Application of the Procurement Code does not apply to the proposed motion. Purchasing comment is not required.

Risk Management Kevin Kinzie Review Completed 05/05/2015 2:13 PM
Risk Management has reviewed this proposed motion and supports this effort to provide safer roadways in our jurisdiction. Kevin D. Kinzie, Risk Management Director, 5/5/2015

Budget & Business Improvement Jeff Lovato Review Completed 05/06/2015 11:32 AM

Reviewed and approved. This ordinance for complete streets projects provide safer roadways for all. There are no financial implications at this time, although this measure may require county resources in the future. Recommend approval. Jeff P. Lovato, Accounting and Budget Director, 05/06/15

Finance Shirley Ragin Review Completed 05/06/2015 3:09 PM
Reviewed and recommend approval of the Complete Streets Ordinance. There is no current financial impact, however although this adds to the quality of life, this could increase the costs associated with future projects. SMR 5/6/2015

Public Works Roger Paul Review Completed 05/06/2015 5:11 PM
The proposed Complete Streets Ordinance results from extensive coordination with MRCOG and the City of Albuquerque to develop a framework for improving the multi-modal aspects of the major street corridors in the region. This ordinance has been crafted to accommodate the differences between the rural/semi-urban nature of the unincorporated County and the more urban development patterns within the City of Albuquerque. Approval of the introduction and publication of the draft ordinance allows for expanded public input through our process. I recommend approval. RAP 5/6/15

Legal Randy Autio Review Completed 05/07/2015 12:25 PM
Approved as to legal form

County Manager Patricia Chandler Review Completed 05/07/2015 1:22 PM
As this proposed ordinance states, it will not impact local neighborhood streets, but rather collectors & arterial streets (major streets). The County has encouraged quality of life bike ways. I strongly support this introduction. T.Z. 05/07/2015

Board of County Commissioners Julie A Baca Meeting Completed 05/12/2015 5:00 PM

RESULT: ADOPTED [4 TO 0]
MOVER: Maggie Hart Stebbins, Chair
SECONDER: Debbie O'Malley, Member
AYES: Maggie Hart Stebbins, Art De La Cruz, Debbie O'Malley, Wayne A. Johnson
AWAY: Lonnie C. Talbert



FINANCIAL ANALYSIS SHORT FORM

SECTION 1: GENERAL INFORMATION

Date:	March 19, 2015
Agenda Item Title:	Complete Streets Ordinance
Department:	Infrastructure Planning and Geo-Resources
Form Prepared By: (Name, Title & Phone Number)	Richard Mobarak, Technical Planning Program Manager, 848-1598
Form Reviewed By: (Budget Office Staff Name & Title)	Carlos A. Sanchez, FSA III, 505-468-7257
(1 thru 5 or all) BCC District:	All

SECTION 2: PROJECT OVERVIEW

This Item is to present Complete Streets Ordinance for BCC approval. Complete streets consists of adding bicycle, pedestrian, and transit facilities to roadways that mostly accommodate motor vehicles or building new roadways with the appropriate enhancements to facilitate all modes of travel.

SECTION 3: NARRATIVE

FISCAL IMPLICATIONS

Historical Information - Road projects may include complete streets elements depending on initial scoping decisions, location, and funding availability. The process has been inconsistent between projects during the development phase. This ordinance will require consistency for considering and building these amenities while still allowing flexibility.

Current Impact of Proposed Action - Funding for complete streets enhancements will depend on the scope of the project. The improvements can range from re-striping to accommodate bike lanes to the addition of sidewalks, curb, gutter, pavement widening (shoulders) for bikes, traffic calming, pedestrian crossings, and bus shelters.

Future Implications - Financial sources for complete streets projects will be the general fund, state funds, federal funds, and G.O. bond money. County matching funds may be needed depending on the specific project and source of funding. No specific number can be tied to this item at this time as it will be project specific. This item will just standardize the process during the development phase.

OTHER SIGNIFICANT ISSUES

Departmental Impacts - Primary impacts will be mainly to the Technical Services and Operations & Maintenance Department within the Public Works Division. It will consist of the cost of adding complete streets elements to specific projects.

Countywide Impacts - Complete streets projects will encourage investment, competitiveness, and attract young professionals and tourists who tend to utilize public transportation and bike/pedestrian facilities. People walking or biking are more likely to stop at neighborhood businesses which keeps tax revenue in our local economy. Complete streets also offer numerous health, safety, and air quality benefits that are not easily quantifiable.

Other - n/a

JUSTIFICATION

Mandated - The scoping, design, and implementation process for the advancement of complete streets in Bernalillo County will be mandated with the adoption of this ordinance.

Program Relevance - Road Maintenance activities through the Operations & Maintenance Department and roadway planning, design, and construction through the Technical Services Department will be affected by this ordinance. It also ties in with the overall County goal of Public Infrastructure.



FINANCIAL ANALYSIS SHORT FORM

Other Measures - n/a

ALTERNATIVES

Not adopt this measure - Progress toward building roadways that safely accommodate pedestrians, bicyclists, and transit riders can fall behind national trends without a systematic approach for the scoping, design, and construction of multi-modal roadways.

BUDGET / FINANCE RECOMMENDATION

There are no financial implications at this time although this measure may cause there to be a further financial burden with future projects.

1 **BERNALILLO COUNTY**
2 **BOARD OF COUNTY COMMISSIONERS**
3 **ORDINANCE NO. _____**
4

5 **ADOPTING A NEW ARTICLE IN Chapter 66, Roads and Bridges,**
6 **TO BE KNOWN AS ARTICLE VI. - COMPLETE STREETS ORDINANCE**
7

8 Be it hereby ordained, the Bernalillo County Commission hereby creates a Complete Streets
9 Ordinance:
10

11 **Sec. 66-263 INTENT AND PURPOSES**

12 The intent of Article VI. – Complete Streets Ordinance, Sec. 66-263 et seq. is as follows:

- 13 (1) To implement and be so interpreted as to comply with the New Mexico County
14 Subdivision Act §47-6-1 et seq. NMSA 1978, and County Subdivision Ordinance, Sec.
15 74-73 (b)(c), for road development.
- 16 (2) For residents and visitors, regardless of their age, ability, or financial resources, to safely
17 and efficiently use the public right-of-way within the corridors described herein and meet
18 their transportation needs regardless of their preferred mode of travel.
- 19 (3) To establish the image and identity of street corridors and improve economic activity on
20 those corridors by providing a framework for current and future development that
21 integrates sidewalks, trails, bike facilities, transit amenities, and safe crossings into their
22 design.
- 23 (4) To accommodate and complement improved streetscapes and pedestrian facilities
24 installed according to the provisions of the *County Sidewalk Ordinance*, appropriate
25 sections of the County Code, the Americans with Disabilities Act (ADA), and the
26 proposed Public Rights-of-Way Accessibility Guidelines (PROWAG).
27

28 **Sec. 66-264 APPLICABILITY**

29 This Article shall apply to all arterial and collector roadways and or segments of a roadway on
30 County rights-of-way which are listed on the Mid-Region Council of Governments' Current
31 Roadway Functional Classification Map except for those in the East Mountains.
32

33 While appropriate non-motorized traffic improvements for the East Mountains are not under the
34 purview of this ordinance, they are by no means prohibited or limited by any provisions
35 established herein.
36

37 **Sec. 66-265 DEFINITIONS**

38 **COMPLETE STREETS** - A roadway with cross-sections (including public right of way and
39 public or private easements abutting a public right of way that are designated for a roadway)
40 built at a human scale, designed and operated for safe access for all users, including pedestrians,

41 bicyclists, motorists, and transit riders of all ages and abilities, to allow safe and convenient
42 street crossings, and pedestrian access to adjacent land uses.

43
44 Complete Streets components include, but are not limited to, sidewalks, bike lanes, dedicated bus
45 lanes, comfortable, safe and accessible public transportation stops, frequent and safe pedestrian
46 crossing opportunities, median pedestrian islands, accessible pedestrian signals, curb extensions
47 and pedestrian bulb-outs, reduced travel lane widths determined by the design speed of the
48 roadway, context-appropriate curb return radii, roundabouts, traffic calming, road diets, or other
49 features that accommodate safe and efficient multimodal travel.

50
51 CONNECTIVITY - Frequency by which streets or roadways intersect, or providing convenient
52 and safe routes of travel for all modes of travel between logical points of origin and destination.

53
54 CONTEXT SENSITIVE DESIGN - Design that seeks to balance the need to move vehicles
55 efficiently with other outcomes specific to communities and neighboring properties through
56 which a street passes, such as place-making, pedestrian-friendliness, historic preservation and
57 economic development.

58
59 EAST MOUNTAIN AREA – That portion of the county between the eastern limit of the county
60 and the eastern limit of the city, which is more particularly described as that portion of the
61 county east of the east line of Township 4 East of the New Mexico Principal Meridian and as
62 such line is projected through land grant boundaries (being 24 miles east of the New Mexico
63 Principal Meridian).

64
65 MULTIMODAL LEVEL OF SERVICE - A set of indicators published by the National
66 Academy of Sciences, National Highway Cooperative Research Board through *Report 616* and
67 any successor document used to evaluate the convenience and comfort of facilities for transit
68 users, pedestrians, bicyclists and other non-motorized users of the public right of way. These
69 indicators include, but are not limited to: the connectivity of sidewalks and paths throughout an
70 area, the availability and safety of road crossings for pedestrians, the separation of non-
71 motorized traffic from motorized traffic, (e.g. sidewalk widths and distance from traffic lanes,
72 presences of separators like bollards or trees), motorized traffic speed control (e.g. traffic
73 calming features), way finding, sense of security (e.g. visibility and lighting of sidewalks), transit
74 stations, and weather protection.

75
76 REHABILITATION - Rehabilitation projects are those required to extend the service life of an
77 existing facility, improve its operation, improve safety, or restore its original performance.

78
79 Sec. 66-266 GENERAL POLICY

- 80 (A) The following complete streets principles shall apply to all projects on streets that are within
81 the jurisdiction of this ordinance:
- 82 (1) The overarching goal of any project that affects street configurations, signalizations, and
83 all other design features shall be based on improving Multimodal Level of Service
84 (MLOS) as described in the National Cooperative Highway Research Program's *Report*
85 *616, Multimodal Level of Service Analysis for Urban Streets* and generally defined as
86 safe and efficient accommodation for all users, including pedestrians, bicyclists the
87 disabled, motorists and transit vehicles.
- 88 (2) On-street bicycle facilities shall be as identified by the Mid-Region Council of
89 Governments' *Long Range Bikeway System Map* and the Bernalillo County *Pedestrian*
90 *and Bicyclist Safety Action Plan*. All projects on any applicable roadway shall include
91 appropriate safety measures to facilitate the crossing of bicycle traffic wherever a
92 designated bicycle facility crosses the street.
- 93 (3) On roadways that serve industrial and/or freight uses, complete streets improvements that
94 are consistent with freight mobility and support other modes of travel shall be considered.
- 95 (4) Vehicle lane widths should be assessed and modified if appropriate by the tables for
96 General Parameters for Arterial Thoroughfares and Collector Thoroughfares as
97 established in *Designing Walkable Urban Thoroughfares: A Context Sensitive Approach*
98 published by the Institute of Transportation Engineers (ITE) and or any successor
99 documents or standards that may result from amendments or replacements. Urban streets
100 with through vehicle lane widths exceeding 12 feet are strongly discouraged, except
101 where motor vehicles and bicycles share lanes on Bicycle Routes designated by the Mid-
102 Region Council of Governments' *Long Range Bikeway System Map*.
- 103 (5) Mid-block Pedestrian Crossings may be installed where warranted for a project to meet
104 the intent of this ordinance under the criteria established in the *Manual on Traffic Control*
105 *Devices (MUTCD)* Chapter 3B-18, the *Urban Street Design Guide* of the National
106 Association of County Traffic Officials Traffic Officials (NACTO), and the *Guide for the*
107 *Planning Design and Operation of Pedestrian Facilities* by the American Association of
108 State Highway and Transportation Officials (AASHTO). Un-signalized mid-block
109 crossings are permitted where warranted and should be clearly marked by signs and other
110 high-visibility features. Where necessary, mid-block pedestrian crossings shall be
111 considered for control by pedestrian-activated conventional traffic signals, pedestrian
112 hybrid beacons (PHB), or other approved traffic control devices.
- 113 (6) Curb cuts serving access points blocked by permanent walls, fences or other structures
114 that prohibit entry to a lot shall be replaced with curb, gutter and sidewalk as part of any
115 roadway project.
- 116 (7) Roadway projects shall be designed to mitigate existing, insufficient multi-modal
117 facilities such as bicycle lanes which do not meet minimum engineering criteria for width
118 subject to the provisions contained in paragraph (E).

119 (8) Roadway projects on arterial corridors shall prioritize the safety of multimodal users by
120 using traffic calming techniques, such as narrowing traffic lanes, adding buffer space
121 between vehicle traffic and pedestrian/bicycle facilities, adding parallel parking where it
122 does not currently exist, or installing parallel stripes delineating existing parking lanes.
123 Where right-of-way or pavement width is constrained, AASHTO compliant shoulder
124 striping or other alternatives should be explored.

125 (B) All major projects involving streets under the authority of this ordinance, including road
126 construction, resurfacing, or reconstruction of sidewalks shall be considered an opportunity
127 to either retrofit existing streets or construct new streets or components of streets consistent
128 with the principles of this ordinance.

129 (C) Rehabilitation projects shall follow complete streets principles as described herein.
130 Rehabilitation projects shall examine the entire right-of-way to enhance usefulness for all
131 transportation and mobility modes, including improvements for automobiles as well as for
132 transit, pedestrians, and bicyclists. Rehabilitation projects shall prioritize the improvement of
133 connections between the various transportation and mobility modes and shall improve
134 conditions for pedestrians.

135 (D) The Public Works Division will submit a memorandum to the County Commission listing
136 upcoming projects which are conducive to adding complete streets elements on or about the
137 end of each calendar year. This memorandum will indicate:

138 (1) The location, scope, total estimated cost of the project, added engineering/construction
139 costs for the complete streets improvements, and funding sources.

140 (2) Whether the improvements will be completed in the course of a maintenance or
141 construction project.

142 (3) How the project adheres to the complete streets improvements established by corridor,
143 sector, or area plans, and principals of this ordinance as well as a description of the need
144 for any deviation from or modification to the complete streets principals established
145 herein.

146 (4) A tentative schedule indicating when the work can be completed with revenues available
147 for maintenance and/or construction projects.

148 (E) Projects may be exempted in part from the requirements of this ordinance upon review by the
149 County Engineer, provided they meet one or more of the following criteria:

150 (1) *Bernalillo County Street/Infrastructure Standards*, latest edition, or other adopted
151 policies affecting the street that necessarily precludes non-motorized projects.

152 (2) The project is a maintenance activity that does not involve resurfacing that completely
153 covers existing striping or reconfiguring the street. Examples of exempt projects include
154 patching, sidewalk repair, roadway sealing, or cleaning.

155 (3) Where the cost of and time required to incorporate complete streets principles would
156 compromise time-sensitive, safety-related maintenance activities.

157 (4) The project is limited by available publicly owned right-of-way.

- 158 (5) The project is located on city, state, or federal right-of-way, the County has made an
159 effort to implement complete streets improvements, and the agency with control of the
160 right of way has indicated they will not allow consideration of the improvements.
161 (6) The project is limited in its extent to provide sufficient connectivity for the facility to
162 function safely and efficiently.
- 163 (F) Design and engineering of streets, sidewalks, bikeways and other facilities shall follow the
164 relevant standards set forth in the following documents or any successor documents or
165 standards that may result from their amendment or replacement:
- 166 (1) *Bernalillo County Street/Infrastructure Standards*; County of Bernalillo, New Mexico.
 - 167 (2) *Long Range Transportation System (LRTS) Guidelines*, Mid-Region Council of
168 Governments (MRCOG).
 - 169 (3) *Manual of Uniform Traffic Control Devices (MUTCD)*, Federal Highway
170 Administration.
 - 171 (4) *Urban Street Design Guide*, National Association of County Traffic Officials Traffic
172 Officials (NACTO).
 - 173 (5) *Urban Bikeway Design Guide*, National Association of County Traffic Officials Traffic
174 Officials (NACTO).
 - 175 (6) *Guide for the Planning Design and Operation of Pedestrian Facilities*, American
176 Association of State Highway and Transportation Officials (AASHTO).
 - 177 (7) *Guide for the Development of Bicycle Facilities*, American Association of State
178 Highway and Transportation Officials (AASHTO).
 - 179 (8) *Designing Walkable Urban Thoroughfares: A Context Sensitive Approach*, Institute of
180 Transportation Engineers (ITE).
 - 181 (9) *NCHRP Report 616, Multi-Modal Level of Service Analysis for Urban Streets*, National
182 Cooperative Highway Research Program (NCHRP).
 - 183 (10) Proposed *Public Rights-of-Way Guidelines (PROWAG)* United States Access Board;
 - 184 (11) *A Policy on Geometric Design of Highways and Streets*, American Association of State
185 Highway and Transportation Officials (AASHTO).
- 186 (G) Engineering Flexibility. Deviations or alternatives from *Bernalillo County*
187 *Street/Infrastructure Standards* latest addition, for intersection spacing, geometry, alignment
188 and other characteristics shall be considered on a case-by-case basis and as approved by the
189 County Engineer may be implemented provided they meet the standards set forth in the
190 documents specified in Sec. 66-266 (F) or any successor documents or standards that may
191 result from their amendment or replacement.

192

193 Sec. 66-267 SEVERABILITY CLAUSE

194 If any section, paragraph, sentence, clause, word, or phrase of this Ordinance is for any
195 reason held to be invalid or unenforceable by any court of competent jurisdiction, such
196 decision shall not affect the validity of the remaining provisions of this Ordinance. The
197 Commission hereby declares that it would have passed this Ordinance and each section,

198 paragraph, sentence, clause, word, or phrase thereof irrespective of any provision being
199 declared unconstitutional or otherwise invalid.

200

201 **COMPILATION**

202 Secs. 66-263 through 66-267 of this Ordinance shall be incorporated in and made part of the
203 Revised Ordinances of Bernalillo County, New Mexico

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213 **EFFECTIVE DATE.** This Ordinance shall take effect five (5) days after publication by title and
214 general summary.

215

216 **DONE** this ____ day of _____, 2015

217

218 **APPROVED AS TO FORM**

BOARD OF COUNTY COMMISSIONERS

219

220 _____
Randy Autio, County Attorney

Maggie Hart Stebbins, Chair

221

222

Art De La Cruz, Vice Chair

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224

Debbie O'Malley, Member

225 **ATTEST:**

226

Lonnie C. Talbert, Member

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228 _____
Maggie Toulouse Oliver, County Clerk

Wayne A. Johnson, Member

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