

CITY OF BELLEVUE
BELLEVUE TRANSPORTATION COMMISSION
MINUTES

October 8, 2009
6:30 p.m.

Bellevue City Hall
City Council Conference Room 1E-113

COMMISSIONERS PRESENT: Chair Tanaka, Commissioners Glass, Larrivee, Northey

COMMISSIONERS ABSENT: Commissioners Jokinen, Kiel, Simas

STAFF PRESENT: Paul Krawczyk, Goran Sparrman, Franz Loewenherz, Jen Benn, Eric Miller, Department of Transportation

GUEST SPEAKERS: None

RECORDING SECRETARY: Gerry Lindsay

1. CALL TO ORDER

The meeting began without a quorum at 6:43 p.m. Chair Tanaka presided. A quorum was reached at 6:56 p.m.

2. ROLL CALL

Upon the call of the roll, all Commissioners were present with the exception of Commissioner Larrivee, who arrived at 6:56 p.m., and Commissioners Jokinen, Kiel and Simas, all of whom were excused.

8. STUDY SESSION

A. Update on the CIP Budget

Department of Transportation Director Goran Sparrman allowed that Bellevue is facing some significant financial challenges owing to the economic downturn. He said earlier in the day he attended the Sound Transit board meeting at which it was announced their forecasted revenue stream is down 20 percent. Bellevue is looking at significant revenue reductions as well which is having an impact on the operating budget. The city has taken some temporary actions such as freezing hiring and discretionary spending to help bridge the shortfall while preparing for the next biennial budget update process.

On the capital programming side, some significant shortfalls are in the offing. For the current six-year CIP, the projection shows \$96 million less than originally expected out of the more

than \$300 million total revenues. The \$299 ten-year mobility and infrastructure initiative program is projected to have a \$39 million revenue shortfall.

Mr. Sparrman said the staff have poured over all of the existing programs and projects and has identified several that could be deferred to make up for the budget shortfall in the 2009-2010 biennium and to reduce the amount of short-term borrowing necessary to finance the CIP. Traditionally, the adopted CIP is heavily front loaded on the expenditure side for the first two years, bridged with short-term borrowing. Given the magnitude of the reduction in the revenue stream, the focus is on reducing the amount of short-term borrowing required to balance the CIP. The projected need to borrow more than \$50 million in the first two years has been reduced to less than \$20 million. That will afford the Council much more flexibility in rebalancing the CIP in the next budget process. Non-critical projects will be deferred.

The mobility and infrastructure initiative was set up with a separate funding stream. The most critical projects within the program are earmarked to be advanced. The highest priority project is the NE 4th Street extension from 116th Avenue NE to 120th Avenue NE. On October 5 the Council approved the consultant contract for the first phase of design on the project. The project is teed up on the Puget Sound Regional Council contingency list to receive federal grants and the city may receive as much as \$5.6 million for it.

The second highest priority project is the widening of 120th Avenue NE from the NE 4th Street extension to NE 8th Street. The design work for that project has already been initiated, and the project is on the funded list to receive federal grants in the amount of \$2.6 million for the construction phase.

Early design work on the NE 15th Street/NE 16th Street project between 116th Avenue NE and 124th Avenue NE is expected to get under way soon; the consultant selection process is under way. The design phase is not fully funded but there is enough money to do the early conceptual engineering.

Early conceptual engineering for the NE 6th Street extension project to extend that roadway from I-405 to 120th Avenue NE as an HOV facility will also begin soon. In the opinion of the city, construction of the project will be the responsibility of the Washington State Department of Transportation.

Mr. Sparrman said the supplemental CIP passed by the City Council based on the receipt of additional property taxes targets both downtown and neighborhood improvements. The neighborhood projects have been completed under budget, with savings of about \$500,000. Some work in the downtown relative to midblock crossings has been done, but much of the downtown projects will be temporarily deferred.

Commissioner Glass asked what role the Transportation Commission will be asked to play relative to delaying CIP projects. Mr. Sparrman said historically the Commission has been the

lead body for reviewing projects and formulating recommendations for the Council relative to budgetary priorities for the transportation CIP. He said his assumption was that that practice will continue.

With regard to the NE 4th Street and 120th Avenue NE projects, Commissioner Glass recalled that one of the funding aspects would be an LID. He asked where that stands. Mr. Sparrman said there is within the overall mobility initiative a significant assumption about LID contributions for many of the specific projects. Of course, the LID functions cannot be launched without first completing some early design work, which is under way. LIDs will be key in helping to fund those two projects.

Commissioner Northey said it appears the mobility initiative is no longer on the Commission's plate given that it is not a part of the CIP. Given that the initiative matches the size of the transportation CIP, if the mobility initiative is outside the bounds of the Commission, then half of everything the Commission once had oversight of has been removed. She said that caused her serious concern. She also asked what specific projects from the transportation CIP have been delayed.

Mr. Sparrman said staff continues to hold the West Lake Sammamish Parkway project up as a top priority. The Council holds the same view and the project is not slated to be deferred. The conceptual engineering has been completed for the entire corridor, and the survey work required to accomplish the base mapping has been done. Work to identify the first segment is under way; that segment will be moved to final design and then construction. How much can be afforded in the first segment is an unknown.

Mr. Sparrman said the mobility initiative does not target all that much spending on the downtown area. The project list cumulatively will benefit far more than just the downtown from a systemic viewpoint.

The transportation CIP projects that were deemed critical and are already in the pipeline will continue to be advanced. Projects that are either less critical, have not been started yet, or that have only partial funding will be deferred.

Chair Tanaka asked how soon the Commission will know which projects are on the block and which are not. Mr. Sparrman said making that determination is a work in progress. On September 14 the Council put forth some specific technical questions having to do with the M&O transfer from the CIP to the operating budget, and about how the savings from the supplemental CIP are to be reallocated. A response from the finance department is pending and may be in hand by the October 19 Council meeting. Early in 2010 the Council will be looking at the CIP and the supplemental CIP as an aggregate and making decisions about how to allocate the scarce resources.

Commissioner Northey suggested the Commission should be interested in the M&O transfer

from the CIP. The action has major implications for the commitment of the city to preserve the system. Having the M&O funding in the CIP is the primary reason why the city's streets are in such good shape. Too many tradeoffs could occur from moving M&O to the operating budget.

At the request of Commissioner Northey, Mr. Sparrman clarified that the mobility and infrastructure package was adopted by the Council early in 2009 with a price tag of \$299 million. The package included transportation projects along with parks and open space and stream corridor restoration capital projects. A significant portion of the revenue stream, \$56 million, is from anticipated LID contributions; that assumption remains intact and is not expected to change. There have been changes relative to impact fees and incentive zoning; the changes and assumptions there will have the impact of reducing the revenue stream by some \$37 million. No decisions have been made about how to address the funding gap.

3. STAFF REPORTS

Senior Project Manager Paul Krawczyk said the consultant contract for the design of the NE 4th Street extension project went to Parsons Brinkerhoff for \$1.2 million.

Mr. Krawczyk informed the Commissioners that a Wilburton area projects open house is scheduled for November 17 from 3:30 p.m. to 6:30 p.m. at City Hall. Then on November 18 there will be a meeting at City Hall to seek public input on the city's response to snow and ice removal. (Note: Since this time, dates have been changed)

Capital Programming Division Manager Eric Miller reported that Chair Tanaka along with staff met with the Council to talk about the Transportation Development Code update about which the Commission delivered a recommendation to the Council in May 2009, particularly with regard to transportation management programs. The recommendation of the Commission included a menu of options. The Council directed staff to remand the issue to the Commission to revisit the menu of options and the points scheme. The Bellevue Downtown Association sent a letter to the Council that raised some issues and suggested that membership in a transportation management association, such as TransManage, should be worth more points than the Commission and staff recommended. The Council wants the Commission to look specifically at the criteria of how the points were arranged and weighted.

Chair Tanaka stressed that the discussion at the Commission level will be very narrow and targeted at specific issues only. Hopefully a single discussion session will be sufficient to address the issue. He expressed concern that after so many sessions during which the Commission discussed the issues the Bellevue Downtown Association would at the last minute send a letter to the Council and upset the cart. Hopefully they have some good excuses for not participating at the Commission discussion level prior to a recommendation being developed and forwarded to the Council. It would have been far better for all concerned for them to have participated in a timely manner.

4. COMMUNICATIONS FROM CITY COUNCIL, COMMUNITY COUNCILS, BOARDS AND COMMISSIONS – None
5. REPORTS FROM COMMISSIONERS – None
6. PETITIONS AND COMMUNICATIONS

Mr. Steve Nolan with Transportation Solutions spoke representing Wright Runstad. He voiced his appreciation for the time and energy put into addressing the issues Wright Runstad raised regarding the transportation management program. He said he attended the Council meeting and listened to the discussion. The staff indicated that the traffic impact fee code is the appropriate place to address the issue. He shared with the Commission a document from the city of Olympia addressing the topic and indicated that Wright Runstad remains willing to work with the city in any way it can. The Olympia document outlines five options regarding the amount to be paid for traffic impact fees, including the point that trip reduction measures included in the project proposals that will result in peak hour traffic reductions and the need for transportation improvements. The document indicates that eligible projects may reduce the transportation impact fee assessments. He stressed that Wright Runstad previously made the same point before the Commission and suggested the city would not be reinventing the wheel by going down the same path.

7. APPROVAL OF AGENDA

The agenda was approved by consensus.

8. STUDY SESSION (continued)

- B. ADA Evaluation and Transition Plan Development

Program Manager Jen Benn announced the completion of the work to update the self-evaluation plan related to the Americans with Disabilities Act (ADA). She noted that the second part of the work will focus on updating the transition plan.

Senior Transportation Planner Franz Loewenherz explained that the ADA is a far-reaching civil rights law that ensures protection from discrimination for people with disabilities. There are five titles to the law. Title II gives guidance to state and local governments who must ensure that individuals with disabilities are not excluded from programs, services or activities. Pedestrian facilities are an example of a program. Governments are also directed to comply with the self-evaluation report in which all known barriers related to pedestrian facilities must be documented. The self-evaluation report must then inform the development of the transition plan which must outline corrective measures and an implementation schedule. Community participation is required throughout the process.

Mr. Loewenherz said the Department of Transportation has oversight responsibility for the self-evaluation report, and a policy supporting the tenets of the ADA is outlined in the Comprehensive Plan.

The city partnered with the Federal Highway Administration to assess the applicability of ultralight inertial profiling systems for ADA compliance. A test of the technology was undertaken in 2007 was encouraging. Some technical refinements were made and in the summer of 2008 the technology was used to compile a citywide inventory; the work was done in conjunction with King County Metro who provided funding for the staff making the inventory. The ultralight inertial profiler (ULIP) has a sensor box with a laser system, accelerometers, gyroscope, optical trigger, GPS, and a distance measuring instrument. It records data at a rate of 10,000 records per second as the Segway moves along at six miles per hour. The data is captured on a notebook computer through an acquisition card. The technology provides jurisdictions with the ability to capture running slope, cross slope and changes in level. The captured data is batch processed and then integrated into the city's GIS.

The inventory work involved two persons. One person rode a bicycle and was responsible for the curb ramp inventory using a toolkit that included a smart level, tape measure and a handheld GPS unit; the work involved measuring 12 different attributes of the curb ramps, including photo images of each curb ramp which were identified by GPS location.

Mr. Loewenherz said the approach used to conduct the inventory is nationally recognized as a best practice. The Texas Transportation Institute noted that the approach taken by Bellevue has the potential to significantly automate the identification of noncompliant locations in the field.

Throughout the inventory process it was important to employ quality control techniques to verify the data captured by the ULIP were consistent with other measurement devices. Mr. Loewenherz shared with the Commissioners graphs indicating cross slope and running slope continuity between ULIP and smart level readings for various test sections.

There are hilly terrain areas in the city of Bellevue. In some areas, the roadways approach grades of 19 percent, and in those instances there is little that can be done to comply with the ADA requirement for a five percent running slope. The ADA allows for such circumstances and permits sidewalk slopes to match the general grade of the adjacent roadway. The digital elevation model in the city's GIS was used to estimate the rise/run grade of all city streets; that data was cross-referenced with the results from the sidewalk data, which made it possible to screen out those sidewalk segments that could not comply with the five percent grade requirement. Of the 135 miles of non-standard grade data, 95 miles were screened out due to the roadway grade. The remaining 39 miles of nonstandard feature are highlighted in the self-evaluation report as being in need of corrective measures.

Mr. Loewenherz commented that driveways have a strong influence on the cross slope of sidewalks. He noted that there are a number of so-called legacy driveways that were developed

prior to the adoption of the ADA in 1990. The design standards adopted following the ADA law going into effect ensure a level pedestrian pathway across driveways. The GIS was used to identify what percentage of the extreme value cross slopes are attributable to driveways. Of the driveways with eight percent or more cross slope, 54 percent are attributable to driveways. Increasing the cross slope values increases the percentages that are attributable to driveways.

Mr. Loewenherz said the ADA does a good job of saying what is standard and what is nonstandard, but it does not say how they are to be prioritized. Staff worked with the disability community through open houses, mail-back surveys, and field assessments of pedestrian features. That work informed the prioritization of the data captured from the inventory. The Commissioners were shown a graphic illustrating the barrier ranking analysis. An activity score was developed by taking into account areas where a high degree of pedestrian activity can be expected. An impedance score was developed for each of the block faces and curb ramps that took into account the severity and frequency of the barrier features. The merger of the two data sets resulted in the barrier ranking.

An interface was created which allows staff to click on any given block face or curb ramp location and pull up all of the data that was generated from the inventory.

Ms. Benn said the task before staff now is turning all of the data into an update to the transition plan. The three primary elements of the transition plan are the corrective measures to be taken to address the barriers identified by the inventory, an implementation schedule, and an outline of how the improvements will be paid for.

The economic downturn makes everything more challenging. Staff has reviewed the historical costs and funding for various types of improvements and corrective measures related to the barriers found in the system. An individual cost has been identified that includes the design, construction and inspection fees. When applied to the base number of sidewalk footage in need of corrective measure, the tally is just short of one billion 2009 dollars. Staff will be removing from the list barriers that have already been fixed by CIP and private development projects since the inventory was completed.

Ms. Benn allowed that there are some policy and procedure questions to be considered. She said in 1996 the Council approved a policy that calls for mitigating heaves of three-quarters of an inch or more within ten days of their identification. The ADA standard calls for fixing heaves of one-quarter inch or more. That discrepancy will need to be addressed.

Another issue revolves around the responsibility of private property owners. In the city of Seattle, property owners are responsible for the upkeep of the sidewalks in front of their properties. Where there is a heave, the property owner has the responsibility for fixing it, and if they do not fix it they shoulder the liability. Bellevue does not have that same policy. Consideration of having more engaged private property owners will need to take into account fixing barriers related to driveways. Standards also need to be developed regarding barriers

that are technically infeasible to fix.

Once the policy issues are addressed there will be in hand a final dataset that can be prioritized as part of generating the implementation schedule. Ms. Benn said staff has a prioritized three-tier process for prioritizing the plan. The first tier looks at the projects that have already been prioritized by the Commission for the CIP and the TFP; the barriers associated with the various CIP projects would be listed in the implementation plan by planned year of completion, and the barriers addressed by the TFP projects would be shown in the years 11 through 20.

Ms. Benn said the NE 8th Street project scope included a sidewalk improvement on the north side of the roadway only. Internally, staff has been discussing whether or not CIP projects should be revised to mitigate all barriers on both sides of the roadway within the termini of the project. Taking that approach with the NE 8th Street project, it would have increased the project cost by \$150,000 to include mitigation for the barriers identified on the south side of the street.

Answering a question asked by Commissioner Northey, Ms. Benn said redevelopment permits require frontage improvements, and projects in the pipeline could be considered for block faces. Redevelopment actions are not highly predictable and cannot be accurately shown on an implementation schedule.

Ms. Benn said the second tier involves barriers in three categories: obstructions, heaves of three-quarter inch or greater, and missing ramps. She said there are 1040 missing ramps in the system. The third tier involves looking at the paired activity and impedance scores from the analysis, with the focus on the impedance sites.

Commissioner Northey said redevelopment in some areas of the city have resulted in sidewalks and curb ramps on only one side of the street. In other places curb ramps have been installed that do not connect to any sidewalk. Mr. Loewenherz said there are some of those in the city but stressed that it is not in anyone's interest to develop them. There is nothing in the ADA that says that should be done. The inventory of missing ramps does not reflect those situations.

Ms. Benn said one way to draft the implementation schedule would be to program a set number of dollars per year for projects. Another way would be to focus on key barriers and address them. Still another would be to limit the number of years and focus only on the highest priority needs. The ADA focuses on what is in place, not necessarily on what is needed for the most meaningful and successful system. The category of improvements the city might want to make to improve access for the system could include the installation of audible pedestrian signals, and the construction of sidewalks where they missing along arterials.

Commissioner Larrivee asked if the city is liable for accidents in which disabled persons are injured at a non-compliant location. Ms. Benn said when a jurisdiction has a completed and up-to-date transition plan it is provided some level of leeway in terms of how the courts treat

such cases. While there may still be some liability issues, there likely would not be an ADA noncompliance finding against the jurisdiction.

Ms. Benn said every year the city receives requests to make improvements related to ADA accessibility. Once the city has something programmed, it will be necessary to determine how to handle requests as they come forward. Typically the city does all it can to respond and accommodate in a timely fashion. Having a prioritized transition plan also raises questions with regard to the work of the Commission in prioritizing CIP projects and CIP funding.

The city currently spends an estimated \$1 million per year on ADA improvements as part of the overlay program and other CIP projects and programs; that level likely represents the low end. Around the country, agencies are having to dedicate about 20 percent of their CIP funding to ADA improvements once the courts get involved and there are fines involved for noncompliance. With Bellevue spending about \$22 million per year on transportation projects, 20 percent would amount to about \$4 million per year, which would represent the high end.

Other questions to be wrestled with include how funding ADA projects will affect the existing maintenance budgets, and should a separate ADA implementation program be created in the CIP.

Commissioner Glass asked if the tier idea involved addressing the first tier projects first, then the second and then the third. Ms. Benn said that was the basic idea. Commissioner Glass asked if that approach would to some extent be ignoring the data collected by the survey. Mr. Loewenherz said by addressing the items in the second tier the city would be going in the direction of focusing on the most egregious impedances. Ms. Benn added that by simply cycling around the city geographically it would not be possible to fix everything in the assigned year. It would be necessary to use the demand scores to determine the highest priorities.

Commissioner Glass suggested that there could be two sidewalks with missing ramps, only one of which sees much activity. He asked at what point the degree to which a sidewalk gets used would come into consideration. Ms. Benn said the activity score would be used in prioritizing the 1040 missing ramps in the city. When moving into a district, the projects with the highest activity or demand scores would be selected and addressed first. The third tier focuses on block faces rather than specific types of obstructions, so the projects could include stretches of running slope or cross slope that would have to be fixed. The thinking of staff is that a focus on specific categories first will increase accessibility the most; the cross slope and running slope issues can be tackled later.

Commissioner Glass asked how many requests from persons with disabilities the city receives. Ms. Benn said there is an ADA request function on the city's accessibility website and it generates from two to five requests per month. About half of those are transportation related. Every request is evaluated by staff, but not every request results in a fix. There are also those who call the signals group directly seeking audible signals at specific intersections. In all,

between 25 and 30 requests are added to the list every calendar year, five or six of which are addressed through mitigation.

Commissioner Glass said he would prefer to see activity levels serve as a driving force in prioritizing projects. Commissioner Larrivee concurred.

Answering a question asked by Commissioner Larrivee, Mr. Loewenherz said the activity score came from the ped-bike plan, though there was some tweaking in terms of the assigned weights and some other variables were factored in.

Chair Tanaka suggested that due to the complexity of the issues involved it would be best for the staff to come back to the Commission with recommendations or alternatives to review. Ms. Benn said the intention of staff is to finalize the transition plan before the end of the year. The citywide transition plan that includes the facilities, the programs and services elements will be finalized in 2010 and presented to the Council.

C. Grants Update

Ms. Benn said by Comprehensive Plan policy the city aggressively seeks grant funding. The policy covers all aspects of the city's transportation work. Knowing what grant opportunities are available is vitally important. A three-step process is used that starts with identifying candidate projects. That is followed by prioritizing the candidate projects using a mock scoring exercise with the aim of determining which would be the most competitive. The third step is seeking direction from leadership to apply for a grant.

Ms. Benn said staff searches for specific opportunities. For instance, if a project involves a significant element of environmental improvements, the focus will turn to available grants for environmental projects.

In seeking grants, it is important to recognize that success does not come from thinking a particular project is great; success comes from understanding that to get funded, projects must meet the priorities of the funder, thereby helping them to fulfill their mission.

Candidate projects are drawn from all of the adopted and prioritized plans, including the CIP, the TFP, the TIP, long-range plans, and community and staff recommendations related to safety projects. Prioritization involves marrying the funder's perspective to the city's perspective. Most programs issue a description of how they will evaluate proposals. Feedback from past experiences working with a particular funder is also very helpful, as is having good relationships with the program liaisons.

From the city's perspective there are a variety of things to keep in mind. Each project is evaluated to make sure there is first policy direction, then community support. The work program is reviewed to determine if a project, should it be awarded a grant, can be included

without exceeding the capacity of the staff. Finally, the level of available funding is considered; fully funded projects have a ready source of local match dollars, and as grant monies are received CIP dollars are freed up. Programmatic funding can also be a source of local match dollars. On rare occasions the unfunded projects list is reviewed for an emerging need or an economic development opportunity; leadership and buy-in on the part of the City Manager or Council is required due to the constraints of providing funding that is otherwise not currently programmed.

Ms. Benn said the list of projects is presented to the department director and assistant directors to gain direction to apply for grants. Generally speaking, no more than two applications are submitted to any given program. Most of the decisions to apply can be taken care of at the director level, but in a few cases owing to controversial elements or other reasons approval is sought from the city manager; where agencies require a Council action, the decision to apply is taken to the Council level.

Ms. Benn said the city has done relatively well in the past at getting candidate projects funded. In 2009, \$2.6 million was received for the 120th Avenue NE - Phase I project. \$5.6 million is on the funder's contingency list in support of another Mobility & Infrastructure Initiative project. The city also received some grants for ped-bike projects.

Commissioner Larrivee asked how much is typically required by way of local match. Ms. Benn said it all depends on the program. Federal programs that are earmarked usually require no local match. The STP/CMAQ funding is typically 86.5 percent federal and 13.5 local. Most of the smaller state programs require no local match, though extra points are allowed if a local match is provided.

The Commissioners were informed that in February 2009 President Obama put in place \$787 billion worth of investments over a three-year period to create jobs and spur economic activity. About six percent of the total package, or \$48 billion, was dedicated for transportation projects. Washington state received about \$500 million, and King County was awarded \$40 million. The biggest challenge was the concept of projects needing to be shovel ready, which meant that within 90 days the projects had to have their federal environmental work done, all permits in hand, the rights-of-way certified, and be ready to go to ad and award. Bellevue did not have any projects that matched the criteria.

Several stimulus opportunities have come through the city. The TIGER is a national competitive program to which Bellevue submitted an application for \$32.5 million for the 120th Avenue corridor; the awards will be announced in February 2010. The TIGER program received some 1400 applications with requests totaling \$57 billion. The city will get \$1.2 million from the Energy Efficiency and Conservation Block Grant formula distribution; transportation will receive \$66,000 for the TDM program from that allocation, and \$84,000 will go for infrastructure for electric cars. The city is considering applying for Energy Efficiency through Transportation Planning dollars, which is passthrough money through the

Washington Department of Commerce, in partnership with other Eastside cities to develop a plan for electric vehicle infrastructure as well as station area planning for the 130th node in Bel-Red.

Redmond received \$11 million for the NE 36th Street bridge, though they ended up returning much of the award because of the favorable bid environment. Bellevue will benefit from that project.

Ms. Benn said the stimulus process has changed the grants landscape. While the future is unclear, most agree that there will be two legacies: the concept of shovel ready projects and the notion of grant programs wanting to fund more quick-turnaround projects; and a dramatic increase in the level of required reporting.

9. OLD BUSINESS – None

10. NEW BUSINESS

Commissioner Northey suggested the Commission should be given a briefing with regard to taking the M&O funding out of the CIP and putting it into the operating budget. Mr. Krawczyk agreed to talk with Mr. Sparman about the request.

Commissioner Glass thought it would be a good idea for the Commission to get an update on any noise mitigation required for Sound Transit trains.

11. PETITIONS AND COMMUNICATIONS – None

12. APPROVAL OF MINUTES

A. July 9, 2009

The decision was made to approve the minutes at the next Commission meeting.

13. REVIEW CALENDAR

A. Commission Calendar and Agenda

The Commission reviewed the items scheduled for discussion at upcoming meetings.

B. Public Involvement Calendar

14. ADJOURNMENT

Chair Tanaka adjourned the meeting at 8:45 p.m.

Secretary to the Transportation Commission

Date

Chairperson of the Transportation Commission

Date