

CITY OF BELLEVUE
BELLEVUE TRANSPORTATION COMMISSION
MINUTES

April 26, 2012
6:30 p.m.

Bellevue City Hall
City Council Conference Room 1E-113

COMMISSIONERS PRESENT: Chair Tanaka, Commissioners Bishop, Glass, Lampe, Larrivee

COMMISSIONERS ABSENT: Commissioners Jokinen, Simas

STAFF PRESENT: Paul Krawczyk, Mike Whiteaker, Kristi Oosterveen, Eric Miller, Michael Ingram, Department of Transportation

OTHERS PRESENT: None

RECORDING SECRETARY: Gerry Lindsay

1. CALL TO ORDER

The meeting was called to order at 6:33 p.m. by Chair Tanaka who presided.

2. ROLL CALL

Upon the call of the roll, all Commissioners were present with the exception of Commissioner Larrivee, who arrived at 6:36 p.m., and Commissioners Jokinen and Simas, both of whom were excused.

3. STAFF REPORTS

Senior Project Manager Paul Krawczyk reported that traffic volume data post SR-520 tolling is being collected and will be shared with the Commission in July. The data collection period was extended because of the slide closure of West Lake Sammamish Parkway.

The transit plan update work will also be coming to the Commission in July.

4. COMMUNICATIONS FROM CITY COUNCIL, COMMUNITY COUNCILS, BOARDS AND COMMISSIONS

Councilmember Wallace stressed the importance of the work being done by the Commission relative to the work the Council will engage in in the fall, namely approving the budget and the Capital Investment Program. The city is operating on a constrained budget, but at the same

time it has made a commitment with Sound Transit to do some very expensive things that will overwhelm the capital budget for the next decade or so. There is a need to focus on projects that are synergistic with the light rail alignment. All modes of travel are important, and the city is the primary body responsible for overall mobility.

5. REPORTS FROM COMMISSIONERS

Commissioner Lampe said he attended the Sound Transit open house prior to the Commission meeting along with Commissioners Bishop, Glass and Chair Tanaka. He noted that he has also attended the Sound Transit board meeting earlier in the day; the East Link update largely mirrored the presentation made to the City Council on April 23 identifying some of the cost saving alternatives.

Commissioner Bishop noted for the record that he serves as president of the West Lake Sammamish Homeowners Association. He said he spoke recently with the city attorney about whether or not his position with that organization poses a conflict of interest, especially in relation to commenting on the West Lake Sammamish Parkway project. He said he was informed that the ethics codes for both the city and the state do not delineate anything about volunteer commissions. The city attorney held the view that the Commission should follow the same rules the City Council follows in order to be safe. He said to that end he would participate in discussions about whether or not the West Lake Sammamish Parkway project should be on the list, but would recuse himself from any vote regarding the project specifically. Voting on the entire list, however, is permissible, even if the West Lake Sammamish Parkway project is on the list.

6. PETITIONS AND COMMUNICATIONS

Mr. Bill Eager, 1120 Belfield Park Lane, said he had spent some time going through the roadway-intersection project scoring sheets. He suggested that the scoring exercise gives short shrift to traffic. On a daily basis the market share of trucks, automobiles, HOV and SOV is in the range of 90 percent of all movements in the city, yet the scoring only gives traffic 25 percent; transit and non-motorized travel gets a score some four times the market share. The scoring leans heavily in favor of Bel-Red and Wilburton. Of the fifteen top-ranked projects, ten are in the Bel-Red corridor. None are in the downtown, and five are in other locations. There are 50 projects altogether on the list. Within the first 25, 14 are in the Bel-Red or Wilburton areas, and only one is in the downtown; in the last 25, Bel-Red has only three projects while the downtown has eight. The scoring does not appear to recognize the importance of the downtown, which is the economic generator for the city. Downtown will also have light rail and already has a lot of bus routes and a transit center, yet projects there did not rank as high.

Mr. John Tiscornia, 11032 SE 30th Place, noted that the pedestrian plan has a lot of crossover in programs. He suggested funds should be allocated for a part-time ped-bike coordinator to

help clarify where facilities are needed and to make sure there is a unified long-term approach for mobility. He said he would also like to see the website include a way for citizens to quantify some of the planned ped-bike improvements and to see what will be done in the future. The Burlington Northern/Santa Fe corridor should be converted into a Burke-Gilman type connection between Renton and Kirkland.

Mr. Bernie Hayden, 2622 134th Avenue NE, noted that the Burlington Northern/Santa Fe corridor rated very highly among the ped-bike projects. He said he was curious why Kirkland jumped in so quickly to purchase the portion of the corridor that runs through its jurisdiction, but found through research that they have been pursuing the acquisition for some time. The Bellevue section presents some issues, however, not the least of which is the at-grade crossing south of the hospital station, the Wilburton trestle, and the fact that WSDOT removed the Wilburton tunnel. It is time, though, to focus on the northern section between the hospital station and the south Kirkland park and ride because of concurrency with projects on Northup Way, SR-520 and East Link. The corridor should be looked at very seriously. There should be funding from the East Link analysis and development project, and from the NE 15th Street/NE 16th Street multimodal corridor. The project should be advanced as a purchase proposal in the next CIP. During the Sound Transit open house prior to the Commission meeting, one of the cost savings they purported was related to the 130th Avenue station area right-of-way. The Commission did a lot of work in whittling down that corridor and the plan on the table defines the neighborhood. It will be important for the city to fight to keep it. What Sound Transit has proposed undermines the area planning completely.

Mr. Bruce Nurse spoke on behalf of the Kemper Development Company. He said he is a regular bike rider both inside and outside of the downtown area. Bicycling and walking make up a small part of the overall mobility picture for the city. The Commission should take a very sobering look at what it recommends to the Council in terms of the priorities that will do the most good for mobility overall and for the economy of the city. The downtown generates a large portion of the city's retail sales tax revenues, as well as property taxes. The information provided by Mr. Eager is of great concern. There are other ways of analyzing the efficiency and productivity of the transportation system. During the Bel-Red corridor study, the conclusion reached was that the area should not be developed to compete with the downtown. The plan as drawn up, however, includes more transportation infrastructure than is necessary to service the area. The city is short on capital improvement funds and is going to have to really scrub every project in the CIP.

7. APPROVAL OF AGENDA

The agenda was approved by consensus.

8. DISCUSSION/ACTION ITEMS

A. Sydney Coordinated Adaptive Traffic System (SCATS)

ITS manager Mike Whiteaker said SCATS is a software system developed in Sydney, Australia. The system is in use in 34 different countries around the world and controls some 35,000 signals collectively. The system is designed to make traffic signals more efficient. Changes are made in real time in response to traffic conditions. Adaptive signal control technology benefits users and yields a lot of data to be used for performance management and measurement. The system reduces signal retiming intervals to as little as just a few minutes.

Simple signal timing can result in drivers sitting at a red light but not necessarily waiting for other cars to pass through the intersection. If nothing is done about the timing of the signals, delay can result, along with an increase in the number of complaints from drivers. Retiming reduces delay and benefits system users. Adaptive systems do not eliminate delay entirely.

Mr. Whiteaker said a number of factors must be taken into account. Holidays always create different traffic patterns, as do the times of day when schools let out. Variability can result in different parts of the city based on those factors, and that variability makes the creation of a traffic plan very difficult. The data shows that running a traditional signal timing approach will not accommodate the traffic patterns about 17 percent of the time. All of that argues in favor of an adaptive system. SCATS can even smooth things out during and following incidents such as traffic accidents.

The key objective for embracing SCATS was to reduce delay for vehicles and for pedestrians. As the downtown has become more urban, there are more pedestrians needing to cross the roads to get where they are going. The long cycle lengths that allow for cars to move also create a lot of delay.

Detection loops are placed in the stop bar for every lane. In addition to inductive loops, video, radar and infrared are also used at different locations. The system collects data from every single lane and calculates what is called the degree of saturation; it is always trying to equalize the degree of saturation it counts in the different movements. Movements that need less time are always having their time yielded to movements that need more time. The lowest length cycle is always the goal because that reduces delay and avoids building queues.

The system sends data to the main computer every time a signal turns green. The numbers are crunched and the computer sends back a new program to run for the next cycle. SCATS looks for the gaps between cars. The system translates one second to one-and-a-half seconds between cars as fully utilized green time and high saturation. Where there are gaps between cars that exceed that, the system rates the degree of saturation as lower and it allocates time to serving cars where the queues are longer.

Mr. Whiteaker explained that the system allows for breaking up the downtown into small groups of signals that need to operate together in the same coordination pattern. The flow rate between them is constantly calculated in an attempt to move traffic through the area in the

most efficient manner possible, which given certain thresholds means operating some of the signals independent of the others in the group.

During peak times, even adaptive systems run up against the physics which dictate the number of cars that can be accommodated in a given time. During the off hours, however, the system harvests a great deal of efficiency. Overall, the system is generating a ten percent delay reduction.

In the time period between 2:00 p.m. and 6:00 p.m., delay on eastbound NE 8th Street has been reduced by some nine seconds, but the westbound reduction is 100 seconds. On NE 4th Street, a reduction of 70 seconds has been recorded eastbound going towards the freeway, however the westbound leg has registered a 27 second increase, a clear indication that SCATS is making adjustments to accommodate eastbound traffic. Factoria Boulevard has experienced a 36 percent reduction in travel time as a result of the SCATS system.

Mr. Whiteaker said phases 1 and 2 of the SCATS rollout have been completed. Phases 3 will roll out during 2012 and will involve 41 intersections. Phases 4 and 5 will be included in the Budget One proposals for the next biennium.

Commissioner Bishop commented that from a traffic engineer's viewpoint travel time reductions of 30 to 40 percent are huge. Mr. Whiteaker allowed that the reductions were calculated in-house rather than spending money on consultants. There are, however, plenty of paid consultant reports extant from cities also running SCATS, and each shows phenomenal results.

Mr. Whiteaker said one of the new features SCATS allows is the flashing yellow arrow. Left-hand turns on a green ball have resulted in accidents over time. The federal government authorized a study, much of the work of which was done in Oregon, which came up with the flashing yellow turn display. Drivers find it to be more intuitive. With the turn on green ball, officers investigating accidents often found drivers who said they turned because they had a green indicator, though more often than not they could not recall if it was a green arrow or a green ball. The testing shows that drivers encountering a flashing yellow arrow for the first time will stop to consider their options before proceeding with their turn. There are currently 32 intersections in the city that have flashing yellow arrows. The intersection of Factoria Boulevard and Newport Way previously was protected only with a delay time of 38 seconds per vehicle. Following installation of the flashing yellow arrow, delay time has been reduced to about 16 seconds per vehicle. The CIP project intended to create dual left turns at the intersection has been pushed back; the combination of SCATS and the flashing yellow arrow appear to be handling the delay and the project may not be needed at all.

Phase re-service is one product of SCATS. The traditional approach for a given intersection is to allow first for left turns, then through movements, then the freeway off-ramp, but at a certain congestion level on the freeway all the green time in the world will not make a difference in

pushing more cars through. Phase re-service allows for breaking the cycle into two different portions, serving first the left turn and the eastbound movements, then east-west movements, then the eastbound traffic again before giving green to the off-ramp. The total time is still the same, but by allowing the westbound to have the intermediate portion, the queue on the ramp is allowed to dissipate some. The approach is allowing more cars to be served for the same amount of green time.

The Commissioners were informed that Phase 3 may be partially funded by a federal safety grant. Adaptive traffic systems are relatively new in the United States and only a few have looked at the safety aspects. A study done in Park City, Utah, showed safety improvements in the 30 to 50 percent range. Rear-end accidents were shown in the study to have decreased, though lane change accidents increased. A study done in Australia showed a 20 percent decrease in the number of accidents.

Prior to implementation of Phase 2, permissive left turns were not allowed in the downtown, except at certain intersections, including 110th Avenue NE at NE 10th Street. The city policy was that where accidents were occurring and complaints were being registered, moving to protected was the right action, not protective/permissive. In Phase 2 the flashing yellow arrow is tied to the walk phase, so protective/permissive can be triggered. If there is no walk on, there will be a flashing yellow arrow, but if there is a walk it will stay red and drivers must wait for the next cycle. The tweak is one more way to squeeze out efficiencies and reduce delays.

Mr. Whiteaker said in the year and a half since SCATS was installed on Factoria Boulevard there have been only two accidents at Factoria Boulevard and Newport Way. One intersection that is being watched carefully is SE 8th Street and the Lake Hills Connector where there have been two pretty serious accidents.

Phases 1 and 2 are completed and Phase 3 is currently under way. Phase 4 is set for 2013, Phase 5 is slated for 2014, and Phase 6 is scheduled for 2015. Some 96 percent of the control cabinets are now wired with Ethernet connections, which allows for plugging in the controllers allowing them to talk to the central computer, and allows for plugging in the opticon units for police and fire. The same infrastructure can be and is being used for the bus rapid transit system allowing signs to indicate when the next bus is coming.

Answering a question asked by Commissioner Lampe, Mr. Whiteaker said Bellevue is the only city in the state of Washington that is using SCATS. When Bellevue began its implementation very few cities in the country were using it, but since then a large number of jurisdictions have opted to install the adaptive system.

Commissioner Glass asked if going from the green arrow to the flashing yellow arrow includes a solid yellow arrow first. Mr. Whiteaker said it depends on which way it is going. In

permissive mode, the flashing yellow arrow will simply change to the green arrow. Going from the green arrow the change is to a solid arrow above the flashing yellow, then a red clearance before dropping back to a flashing yellow arrow.

B. 2013-2019 Transportation Improvement Program (TIP)

Program Administrator Kristi Oosterveen brought to the Commission for approval the transmittal memo for advancing the TIP to the City Council on May 21. She noted that additional wording had been added in accord with the direction given by the Commission on May 12.

Commissioner Lampe noted his approval of the language added to the transmittal memo.

Motion to approve the memo as presented to recommend the TIP to the City Council was made by Commissioner Lampe. Second was by Commissioner Glass and the motion carried unanimously.

C. 2013-2019 Capital Investment Program (CIP)

Capital Programming Implementation Manager Eric Miller provided the Commissioners with a matrix outlining the list of capital projects identified by the various city departments that will be submitted to the Budget One process. He noted that Department of Transportation director David Berg had previously provided the Commission with an overview of the process timeline for both the CIP and the TFP updates and talked about the role the Commission is to play.

Referring to the matrix, Mr. Miller said the first 25 projects on the list are in the existing CIP, and the first 13 of those are ongoing programs. The largest project is the street overlay program which inflates over time. The major maintenance program has an annual allocation of \$600,000 and is used to upgrade old signals and to repair walls, fences, guardrails and other projects too big to address through the ongoing operating maintenance work. Some of the funding was used to conduct a survey of all the city's rockeries and several were found to be in critical shape; the rockery on NE 20th Street near the southwest corner of 148th Avenue NE is particularly in need of attention, and the proposed one-year bump of \$300,000 for the major maintenance program is intended for that purpose.

Commissioner Larrivee said he assumed that rockeries are maintained by the adjacent property owners. He asked how many are owned and maintained by the city. Mr. Krawczyk said in most cases rockeries are constructed on land given by developers to the city through the plat process. That makes them owned by and the responsibility of the city.

Mr. Miller said the ITS Master Plan Implementation Program is implemented by the same staff who are implementing the SCATS system. Over the next three years staff resources will not permit doing both simultaneously. The recommendation that will be carried forward is to

reduce the annual allocation for ITS implementation for 2012-2015 from \$400,000 to \$150,000, and to transfer the funds to the SCATS implementation program instead.

Mr. Miller reminded the Commissioners that during the last budget cycle the proposed allocation for the Neighborhood Sidewalks program was \$1 million annually. The program was not funded at all in the preliminary budget that went forward to the Council, but the Council elected to put \$500,000 per year for three years into the program. Projects under the program fall in the range of \$500,000 to \$1.5 million, so with half a million allocated annually for three years, only one or two projects can be implemented. The proposal that will be sent to the Council is to once again fund the program at \$1 million per year, with the hope of implementing at least one project per year.

Answering a question asked by Commissioner Bishop, Mr. Miller said everything in the adopted CIP is programmed to projects, and the preliminary financial forecasts give a range of between \$18 million and \$20 million for the two new years in the new CIP. It will not be possible to fund all of the new proposals; many of them are in fact scoped simply as pre-design or early implementation work for that reason.

With regard to the existing CIP projects in the matrix, Mr. Miller noted that the proposal includes continuing the West Lake Sammamish Parkway Phase I improvements. The East Link Analysis and Development project was set up a few years ago and was funded the work done to date on analyzing the East Link project, its impacts, and coordinating with Sound Transit; the project is proposed to continue through the next biennium.

Mr. Miller said a proposal will be submitted to continue the NE 4th Street extension project. The cost estimate will be updated as the numbers are refined. The project includes \$10 million from the LID that failed but which is still shown in the budget; additional funding will need to be found to replace those dollars, to which end the Council is investigating options, including a new LID or a special benefit offset.

Commissioner Lampe asked if the city ever identifies in project budgets the risks involved in including outside dollars not yet received. Mr. Miller said the city has not engaged in very much presumptive budgeting, though the LID that failed is a case in which that approach was taken. Typically the city does not program grants that have not been awarded or any dollars that have not been secured. He agreed, however, that where presumptive dollars are identified as part of a project budget, the risk that the revenues may not materialize should be underscored.

Mr. Miller said no new money will be proposed for the NE 6th Street extension project. There are some unspent funds that will be proposed to carry over for the project.

All that was funded for the NE 15th Street multimodal corridor project was some right-of-way acquisition and pre-design work. The proposal will include rescoping the project only to Zone

1. A small budget is needed to complete the preliminary design work. Some right-of-way has been purchased, and more is needed, to accommodate the East Link project.

Answering a question asked by Commissioner Larrivee, Mr. Miller pointed out that there is a difference between project cost and project budget. The cost is an indication of what it will take to implement an entire project, whereas the project budget is only that portion of the project cost to be expended in a given budget cycle. As currently scoped, the NE 15th Street multimodal corridor project will be on the order of \$60 million to \$80 million. The \$5.3 million budget did purchase a piece of right-of-way needed from Children's Hospital and was used for the pre-design work that has been done to date for the section between 116th Avenue NE and 124th Avenue NE. Not all of the dollars have been spent and the balance can be used to continue the early work.

Mr. Miller explained that the proposal concerning the 120th Avenue NE project will be to rescope it just as Stage 2. A new project will be proposed to continue Stage 3 and beyond. Stage 2 will require the lion's share of the \$21.4 million budget.

The downtown transportation plan update is an ongoing project. No additional funds will be proposed for the project, but it will lag over into 2013. The planning side will close out early in 2013.

The 148th Avenue NE master plan project currently has a budget allocation of \$250,000. The city of Redmond has programmed an equivalent amount of money. The proposal will be to continue the project at the same budget level but push it out either to 2014 or 2015. That will allow for analyzing how well the SCATS system will perform in the corridor.

Mr. Miller said the budget proposal will include an annexation area project on the capital side. Annexations are under way in the Eastgate area to the south of I-90. King County will turn over approximately \$1 million dedicated to road maintenance or new infrastructure and they will need to be invested in the annexation area. The project will be proposed rather flexibly to allow for an evaluation of how the dollars should be spent.

Mr. Miller said the Lakemont Boulevard/Cougar Mountain Way intersection has met warrants and a proposal will be put in that will evaluate different intersection treatment options, including a traditional signalized intersection and a roundabout.

A proposal will also be put forward for 120th Avenue NE that would take the design work already funded in Stage 2 and include funding to implement the improvements up to approximately the NE 16th Street alignment where the Sound Transit line will cross the corridor. The priority will be the segment between NE 14th Street and NE 16th Street and the potential intersection of a new NE 15th Street.

Mr. Miller said a pre-design project will be proposed that will look at 124th Avenue NE to the

south of NE 16th Street where development is likely to occur in the near term. Pre-design projects will also be proposed for 130th Avenue NE between Bel-Red Road and NE 20th Street, and 134th Avenue NE between NE 16th Street and NE 20th Street.

Commissioner Glass noted that none of the new project proposals will entail actual construction, with the exception of Stage 3 of 120th Avenue NE. He asked what strategy lies behind doing all the pre-design work. Mr. Miller said projects at the 60 percent design stage have enough information to be able to leverage outside funding. Additionally, as East Link runs through the area the city will need to have pre-design work done or face having to play catch-up. Commissioner Glass said he was somewhat disappointed to see so many design projects proposed, especially when in the past there have been design projects that never were implemented.

Commissioner Bishop commented that in many ways the city is being forced to do some pre-design work ahead of East Link, work that would not be done otherwise. That means an increment of the CIP dollars must be consumed just to be prepared. Mr. Miller said the Council will be looking at options for increasing revenues, so the revenues projected for the next biennium may in fact be greater.

Chair Tanaka suggested the Commission could benefit from an update of what is happening in the Bel-Red corridor and how the various transportation planning efforts fit in. There will be development occurring soon in the Spring District, and the consequences need to be addressed sooner rather than later. Pre-design work is certainly needed to establish corridors and traffic patterns; once the bricks and mortar are in place, everything gets locked in.

Mr. Miller noted that the Bellevue Way SE HOV lane project is on the new projects list, also for design. The piece between the South Bellevue park and ride and I-90 is included in Sound Transit's scope as mitigation for their construction. The city will be submitting a grant proposal to help implement the piece; if successful, the funds will be turned over to Sound Transit for project construction, and that would go toward the city's share outlined in the MOU.

Mr. Miller pointed out that the walkway/bikeway projects on the list are all design projects.

D. Transportation Facilities Plan (TFP) Update

Mr. Miller said he has been working with the finance department in developing some early revenue numbers looking out to 2024. He stressed that the 12-year revenue projection of \$290 million is only a preliminary guesstimate. The approximately \$128 million already committed in the adopted CIP will be subtracted from that total. The projection out to 2024 is based on what is allocated to transportation investment in the current CIP, though clearly the Council has a lot to say about that in terms of how the capital budget allocations will be made. Currently about \$8 million per year is spent on programs, including the street overlay program.

Mr. Miller explained that the revenue stream for the general CIP comes from sales taxes, B&O taxes, gas taxes, and other transportation dedicated sources, including the quarter percent real estate excise tax. The revenue projection assumes the adopted transportation impact fee schedule which steps up in 2013 and again in 2016, but that is something that could change with Council action. The only LID revenues in the projections are associated with the NE 4th Street extension project. If the Council gives strong direction to move ahead with other LIDs, the revenue picture could change somewhat. The projections for grant dollars are conservative. The mobility and infrastructure initiative revenues are programmed in the adopted CIP and as such are not new dollars.

Answering a question asked by Commissioner Glass, Mr. Miller said all of the projections are drawn with a straight line. He said everyone understands that there will in fact be peaks and valleys in the economy which will directly impact sales tax revenues. He also noted that the previous impact fee schedule had a significantly lower per-trip fee, and during the period of unprecedented growth the fees generated a few million dollars. Over the entire history of the impact fee program the average revenue stream has been on the order of \$1 million per year. The projections going forward assume that the current fee schedule as adopted, including the step-ups, will not change, and that the growth projected by the planning staff will actually occur.

Mr. Miller said staff would be back before the Commission in May with the first level of project prioritization of the combined score-ranked lists.

Commissioner Bishop said he was looking forward to learning more about the breakdown of funding per category.

Commissioner Lampe sought clarification with regard to the \$128 million in committed revenues. Mr. Miller said the number is an estimate of what is unspent in the adopted CIP; it includes ongoing programs and all currently funded projects.

9. OLD BUSINESS

Commissioner Larrivee said the final Eastgate/I-90 report was presented to the Council on April 23 and was approved. Copies of the report are available on the city's website.

Commissioner Glass noted that at the April 12 meeting the Commission talked about bringing to the attention of the Council the fact that Commission was unaware the impact fee ordinance had been changed to cut the Commission out of giving any guidance, and requesting that the ordinance be changed back. Mr. Krawczyk suggested the Chair should begin that conversation by talking with the Council liaison to the Commission. Chair Tanaka said he would follow up on that.

- 10. NEW BUSINESS – None
- 11. PETITIONS AND COMMUNICATIONS – None
- 12. APPROVAL OF MINUTES

A. March 8, 2012

Commissioner Larrivee called attention to the penultimate paragraph on page 5 and noted that in the last sentence the word “form” should be changed to “from.”

A motion to approve the minutes as amended was made by Commissioner Glass. Second was by Commissioner Lampe and the motion carried without dissent; Commissioner Larrivee abstained from voting.

B. March 22, 2012

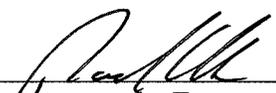
A motion to approve the minutes as submitted was made by Commissioner Glass. Second was by Commissioner Larrivee and the motion carried unanimously.

- 13. REVIEW COMMISSION CALENDAR AND AGENDA

Mr. Krawczyk suggested that in order to address all of the upcoming agenda items the Commission will need to look at meeting twice in May and June.

- 14. ADJOURNMENT

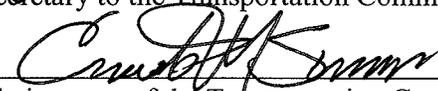
Chair Tanaka adjourned the meeting at 9:34 p.m.



 Secretary to the Transportation Commission

6/14/2012

 Date



 Chairperson of the Transportation Commission

6-14-2012

 Date