

CITY OF BELLEVUE
BELLEVUE TRANSPORTATION COMMISSION
MINUTES

March 14, 2019
6:30 p.m.

Bellevue City Hall
City Council Conference Room 1E-113

COMMISSIONERS PRESENT: Chair Wu, Commissioners Bishop, Chirls, Lampe, Marciante, Teh

COMMISSIONERS ABSENT: Commissioners Marciante, Woosley

STAFF PRESENT: Kevin McDonald, Department of Transportation

OTHERS PRESENT: Toni Woody, Concord Engineering; Chris Brieland, Fehr & Peers

RECORDING SECRETARY: Gerry Lindsay

1. CALL TO ORDER AND ROLL CALL

The meeting was called to order at 6:30 p.m. by Commissioner Chirls who presided.

Upon the call of the roll, all Commissioners were present with the exception of Commissioner Teh, who arrived at 6:42 p.m., and Commissioners Marciante and Woosley, both of whom were excused. Chair Wu participated via telephone until 6:42 p.m.

2. APPROVAL OF AGENDA

A motion to approve the agenda was made by Commissioner Bishop. The motion was seconded by Commissioner Lampe and the motion carried unanimously.

3. PUBLIC COMMENT

Ms. Michelle Wannamaker, 4045 149th Avenue SE, addressed the delay of the 150th Avenue SE/SE 38th Street project. She noted that the city had already studied and modeled the project and already knows the impact of the WSDOT shoulder running project will have in Eastgate. The outcome is known and the results can be relied on, so the city should be contacting WSDOT to have them shoulder some of the costs now rather than waiting. The Eastgate residents were promised a 40 percent reduction in the near term so the Commission should figure out how to make that happen. Extending the southbound right-turn pocket from 150th/SE 38th Street is just a matter of restriping. There may be other parts of the project that could proceed while waiting for a response from WSDOT.

4. COMMUNICATIONS FROM CITY COUNCIL, COMMUNITY COUNCIL, BOARDS AND COMMISSIONS, AND MEMBERS OF THE TRANSPORTATION COMMISSION

Councilmember Zahn said she was present only to listen. She noted that during her tenure on the Commission the group was looking forward to a full corridor study in Eastgate to better understand the transportation needs.

5. STAFF REPORTS – None
6. PUBLIC HEARING – None
7. STUDY SESSION
 - A. Eastgate Transportation Study

Tony Woody with Concord Engineering said the objective was to determine project concepts to relieve traffic congestion in the Eastgate and Factor areas. He reminded the Commissioners that in January the analysis results were provided for the 2035 baseline. The baseline scenario includes some planned improvements and some background projects with the projected increase in land uses and the associated trips through 2035. He said the project concepts and capacity improvements he would present would then be compared against the baseline to determine increases or decreases in delay. Ultimately, the focus is on how the project concepts operate together along the corridor.

With regard to land use, Commissioner Lampe asked if the study included any significant differences from what the CAC used several years ago. Mr. Woody said the land use projections used in the study were those most recently adopted out to 2035. He said they may be different from what the CAC used. Principal Transportation Planner Kevin McDonald clarified that the CAC worked with projections that had a 2030 time horizon.

Commissioner Bishop asked if the baseline projects used are all funded but not yet built. Mr. Woody said only funded CIP projects were included in the baseline along with funded projects from King County Metro and WSDOT.

Mr. Woody shared with the Commissioners the 2018 existing and 2035 baseline V/C ratios for the evening peak for system and non-system intersections in the study area. He noted that under the 2018 conditions, 13 of the 15 system intersections met the V/C standard. When pushed out to 2035, only eight of the 15 system intersections met the V/C standard. Those not meeting the standards are predominantly along 148th Avenue SE/150th Avenue SE. Of the 12 non-system intersections, all are currently meeting the standards, but by 2035 only nine meet the standards, particularly those in the area of the Eastgate park and ride and along the 142nd Avenue SE overcrossing of I-90.

It was noted that the project concepts were developed and tested using a four-step process. The first step involved reviewing all current transportation plans for the city, WSDOT and King County Metro. The second step involved a project concept workshop with staff and the consultant team that included reviewing TFP projects and other potential improvements that could help to alleviate some of the issues for the intersections not meeting the V/C standards. In Step 3, the individual project concepts were tested independently to determine performance at the specific intersection level in isolation from other nearby intersections and corridor intersections. In the fourth step the individual project analyses were combined into a corridor-wide alternative package to see how all of the concepts worked together.

Once the Commission confirms the package of project concepts, they will be carried forward for further analysis that will include understanding how the projects affect pedestrians, bicycles and people taking transit, how the concepts are affected by potential right-of-way encroachment, and identification of any physical or environment constraints. The information

will all be used to develop some planning level cost estimates. A draft preferred set of concepts will be provided to the Commission on May 9 along with other detailed information.

Mr. Woody stated that for the 148th Avenue SE/150th Avenue SE corridor, ten individual project concepts were identified and considered. For each, the independent utility was analyzed, then the projects were combined to analyze the corridor level. The individual intersections were analyzed based on their V/C ratios, while the corridor interactions involved vehicle traffic speeds in conjunction with the multimodal LOS standards as well as vehicle delay at the intersections. At Eastgate Way, the options looked at involved fixes to the existing signal as well as a roundabout option. A variety of channelization and signal improvements were analyzed on the south side of the interchange at SE 37th Street and SE 38th Street, and some channelization improvements were analyzed at Newport Way.

Mr. Woody explained that projects C101 and C102 are two separate options that can be considered changes to the existing signal, whereas C104 involves rebuilding the intersection into a roundabout. C101 is similar to an existing TFP project and includes a second northbound left-turn lane and an extended southbound left-turn lane. C102 includes the C101 improvements and add a southbound lane from north of Eastgate Way to south of the intersection. C101 alone would cause bring about a marginal improvement in the V/C ratio but would fail to meet the standard. C102 yields more of an improvement in the V/C ratio, but the standard is still not met by 2035. The two-lane roundabout option C104 does not accommodate the expected 2035 demand and fails to meet the V/C standard.

Commissioner Bishop said roundabouts are wonderful if the volumes are right, which is not the case at Eastgate Way. Mr. Woody agreed that the volumes are too high. Typically roundabouts are good for minor arterials but they start to break down once a certain threshold is met, requiring signalized metering.

With regard to the eastbound off-ramp from I-90 to SE 37th Street, Mr. Woody said the intersection was looked at in tandem with the intersection to the eastbound on-ramp. The C201 project adds a second eastbound right-turn to the eastbound off-ramp approach, extends the southbound left-turn pocket, and extends the southbound through lane from the loop ramp to SE 38th Street. The analysis showed that the project would improve the V/C ratio under the 2035 baseline, but not quite to the point of meeting the standard.

C202 includes C0201 and restricts the eastbound left-turn lane in the evening peak with variable channelization and signage. Implementing the project was shown to improve the V/C to where the standard is met. C203 includes C0201 and adds a second westbound left-turn lane and a westbound right-turn pocket, and it also would improve the V/C ratio to well within the standard.

C302 modifies the channelization between 150th Avenue SE and the I-90 eastbound on-ramp and provides a signal at the eastbound on-ramp. The location is currently unsignalized and the left turns traveling eastbound must yield to the westbound through traffic to access the on-ramp. The analysis showed the signalizing would allow for more flexibility to control the operations and the vehicle queuing between the two intersections.

Commissioner Bishop said it was his recollection that when the levy analysis was done, SE 37th Street had an additional lane the full length between the two intersections. Mr. Woody said that design was reviewed. There were a couple of issues WSDOT had raised regarding lane alignment. There was some weaving occurring from those traveling northbound on 150th

Avenue SE and taking a right turn to access the eastbound on-ramp. The design was the starting point but it was modified to help alleviate some of the weaving, and the signal was added to improve coordination between the two intersections.

Commissioner Bishop asked if the second eastbound right-turn that is part of C201 takes into account the pedestrian crossing 150 feet to the west. Mr. Woody said he would need to look at the details to see if the length goes past that crossing.

Mr. Woody explained that C401 and C402 are associated with the SE 38th Street intersection. C401 adds a northbound receiving lane and basically extends the northbound right-turn pocket at SE 37th Street. It does not really change the V/C ratio but the potential benefit would show up more in the simulation analysis. C402 seeks to modify the signal timings to remove the split phasing to optimize the green time. Concurrent phasing would actually increase the capacity at that location.

Commissioner Bishop asked if those projects would require any physical construction. Mr. Woody said he did not believe it would beyond just striping.

Mr. Woody noted that C501 would add a second southbound left-turn lane at Newport Way, an option that would bring the V/C ratio into compliance with the standard. Based the findings regarding the roundabout at Eastgate Way, the option was not considered for the corridor-wide analysis. Additionally, the second southbound left-turn at Newport Way will not be moved forward into the corridor-wide analysis due to the significant right-of-way constraints that exist there and the investment that would be required. Cost estimates will be generated in the next phase of the study.

Mr. Woody the analysis done for each independent intersection was moved into the systemwide corridor analysis. The tool used was microsimulation, which yields a more robust analysis in that it takes into account the interactions between the intersections. Queuing that spills back from one intersection to the next will show up in a simulation analysis. Two different measures were used: corridor travel speed and vehicle delay at intersections. He stressed that microsimulation does not report out the V/C ratio, which is the city standard. It does report out average vehicle delay, however. The analysis considered two different alternatives. The A1 alternative included the C101 package, did not include the roundabout, but did include all of the improvements at SE 37th Street, the improvements at the eastbound on-ramp, the signalized intersection, and the signal improvements at SE 38th Street. In the alternative, the existing bridge structure overcrossing I-90 is incorporated. The A2 alternative included a seven-lane section of the overcrossing at I-90 going southbound, which accommodates the C102 third southbound lane improvement at the 148th Avenue SE/150th Avenue SE intersection. Communications continue with WSDOT to determine the feasibility of A2, including whether or not the approach can be fit into the existing overcrossing bridge.

Commissioner Lampe pointed out that C102 showed the greatest improvement and asked why C101 was chosen for both alternatives. Mr. Woody explained that C101 shows a reduction in the V/C ratio, particularly during the morning peak period. Chris Brieland with Fehr & Peers added that C101 does not require any facilitation with WSDOT. A2 is a level of complexity higher than A1. Mr. Woody said some of the projects show greater reductions than others but they were all included in order to see how they collectively operate together.

Commissioner Chirls asked if the question of jurisdiction would be clarified by the May 9 Commission meeting. Mr. Woody said discussions with WSDOT are actively ongoing and it is

hoped that there will be more clarification by that meeting.

The Commissioners were shown the results of the corridor travel speed analysis, beginning with the 148th Avenue SE/150th Avenue SE during the evening peak. Mr. Woody noted that the 2035 baseline in the southbound direction was predominantly red. He noted that there was a definite increase in travel speeds in the corridor between A1 and A2. Under the baseline, travel speeds in the entire corridor average five miles per hour. Implementation of A1 increases travel speeds to 9.2 miles per hour, while the A2 provides even more benefit and increases travel speeds to 11.6 miles per hour. Collectively, the project concepts remove several bottlenecks along the corridor but they clearly do not get traffic speeds up to free-flow conditions. The morning peak conditions see some increase in travel speeds under the A1 and A2 scenarios, but not nearly as much, with the primary bottleneck occurring northbound between Newport Way and SE 38th Street.

With regard to average vehicle delay, Mr. Woody shared with the Commissioners a matrix showing the results for the individual intersections. He noted that while there were some improvements under the two scenarios, there still would be some problems, particularly in regard to the southbound left-turn movement at 150th Avenue SE/Newport Way.

Commissioner Bishop said he would like to see the southbound left-turn carried forward in the process to avoid making a preliminary judgment that is not worth anything. He said it appeared that right-of-way would need to be acquired, including a few houses in order to implement it. The project should be taken forward to determine exactly what would be required by way of right-of-way before just dismissing it out of hand. The VISSIM analysis should include the intersection to determine the real benefit of the project. Mr. Woody said it would not be difficult to do that additional testing.

Answering a question asked by Commissioner Chirls, Mr. Woody explained that while the CIP projects were embedded into the baseline analysis, the concept projects are not funded. Mr. McDonald clarified that there is a CIP project on the same corridor approaching Newport Way from the north. It provides for a southbound to westbound right-turn lane. The concept project as outlined would be in addition to that CIP project. Mr. Woody said the project was pulled from the mix predominantly due to the right-of-way issues. Mr. McDonald added that there are some engineering challenges involved as well given the steep slope on the west side that goes down, and the steep slope on the east side that goes down. Mr. Woody allowed that planning level costs could be in hand by the May 9 meeting.

Commissioner Teh asked if the projects in A1 and A2 are additive. Mr. Woody allowed that the projects could be combined in a variety of different ways. The May 9 meeting will take some time doing just that. Part of what the team will be doing before that meeting will be to take a close look at the 2024 analysis to help with prioritizing and packaging the projects to provide the most benefit for the shorter term.

Commissioner Bishop commented that the cost/benefit ratio concept of different projects was introduced in the South Bellevue Way exercise. He said the model being done for the Eastgate study is yielding delay and travel speed numbers is absolutely necessary in order to do a cost/benefit analysis. Mr. Brieland said the scope of work for the consultants does include conducting a cost/benefit analysis though the total number of combinations will be limited. In addition to quantitative project costs, qualitative level issues will also be reported at the package level.

Turning to the Richards Road/Factoria Boulevard corridor, Mr. Woody stressed that there are significant right-of-way constraints in play which means limiting the scope. Four project concepts were considered, three of which involved infrastructure and one utilizing TDM strategies. He said the C701 concept regarding SE 36th Street is focused on the morning peak and involves variable channelization for the eastbound approach. Currently there is a heavy eastbound movement headed toward the T-Mobile campus that backs up on the one single through lane on the eastbound approach. The project would for the morning commute only allow a second through lane in combination with the right-turn pocket. The addition of a receiving lane would be required, the exact location of which has yet to be determined. There is a CIP project as part of the Mountains to Sound Greenway project that will at that approach extend the turn lane to help reduce queuing.

Projects C801 and C802 involve SE 38th Street. C801 includes the addition of a second westbound left-turn lane, which the modeling shows would reduce the V/C ratio from 1.12 to 1.03. C802 involves adding a second eastbound left and eastbound right-turn pocket to the westbound approach, yielding a V/C ratio improvement from 1.12 to 0.99. Neither project would meet the 0.90 standard.

Mr. Woody shared that projects C801 and C802 were tested in VISSIM for the evening peak. It was found that there would be a slight improvement in travel speed and a slight reduction in travel time. The average vehicle delay at the four key intersections between SE 32nd Street and SE 38th Street showed marginal improvements.

Answering a question asked by Commissioner Bishop, Mr. Woody said the red on the graphic represented the queuing in the southbound direction on Richards Road for the forecast year of 2035. He said the bottleneck at the intersection of Richards Road and Eastgate Way is associated with the I-90 on-ramp. The delay at Richards Road and SE 32nd Street is the result of spillback occurring downstream. The corridor-wide model attributes all of the delay to Richards Road/SE 3rd Street because there is where most of the queuing is occurring.

Commissioner Bishop suggested that the analysis is reflective of the fact that there are serious problems on Factoria Boulevard and Richards Road for which nothing is done in the study. Bigger thinking is needed. There should at least be an alternative considered for what it would take to address the problems, which may involve violating the basic standards. He commented that the area to the south of I-90 is totally built out but the area to the north is not, so there might be a different way of thinking about the right-of-way to the north. Mr. Brieland said the staff and consultant team had a similar discussion about the fact that there is an issue in the corridor that is manifested in the southbound queue. There is a complex system interchange with a lot of lane configuration issues, and moving south down the corridor tracking some of the bottlenecks the Coal Creek Parkway intersection with Factoria Boulevard comes into play, which is outside the scope of the current study. A larger-scale solution needs to be sought. Strategic widening projects within the study area would not necessarily address the issues. The study will recommend that small-scale fixes will not work on Factoria Boulevard.

Commissioner Chirls suggested the staff should spend some time looking for bigger solutions and come back to the Commission for a separate discussion about the Factoria Boulevard area and what it would take to actually solve the problem. Commissioner Bishop concurred with taking that approach.

Commissioner Bishop said one of the reasons there are problems on Richards Road is due to I-405 being broken. WSDOT's evaluation of the Bellevue-Renton stretch of I-405 is that it will

work very well once all planned projects are completed in 2024. Those freeway improvements will also attract some trips away from Richards Road. Mr. Woody said the model does in fact reflect that.

Commissioner Teh asked what the margin of accuracy is for the modeling results. Mr. Woody said modeling is grounded in existing conditions and yields the relative differences. There are margins of error, but modeling is not an exact science. Their real value lies in the marginal and relative differences between the alternatives. Commissioner Teh asked if there are budget funds to do an additional study focused on the larger area and bigger solutions. Additionally, if there no funds available for the much bigger projects, doing the study would just be doing a study.

Commissioner Chirls said the points were well taken but added that with the level of uncertainty and the current level of dysfunction in the area, it would be good to know what the issues and possible solutions are. It would be a disservice to the city for the Commission to just throw up its hands.

Commissioner Bishop allowed that the city does not have money earmarked for any of the fixes identified in the study. However it takes putting things in perspective through careful evaluation before funding can be sought. Commissioner Chirls concurred, adding that while it is up to the Council to decide whether or not to fund projects, it is up to the Commission to give the Council good information on which to base their decisions.

Commissioner Lampe agreed that there is call to raise a red flag. T-Mobile, which is the largest employer by far in the area, has expansion plans in mind. Additionally, there are residential units being added in the vicinity of Target. Mr. Brieland clarified that that growth is assumed in the modeling.

Mr. McDonald said it would be fair for the Commission to make a recommendation for a larger study. It would be up to the Council to decide whether or not such a study should be funded. The current study, however, will not include projects outside of the study area, but the transmittal memo could include a recommendation for a study as part of a future work program item.

Mr. Woody moved on to a focus on other intersections addressed by the study, most of which he noted are non-system intersections that are off the key corridors but which do have some effect on the corridors. In all six project concepts were considered, beginning with C901 at Eastgate Way and SE 37th Street, which currently is an all-way stop. When projected out to 2035, more trips are routed through the intersection. The intersection sees a fair amount of spillback associated with it. The modeling work tested what signalizing the intersection would yield. He noted that the intersection was found to meet all signal warrants in 2035. While not a system intersection, it has a V/C ratio of 0.53. Signalizing the intersection would reduce the queue spilling back to 161st Avenue NE and 160th Avenue SE.

The C1301 project at the intersection of Somerset Boulevard and Newport Way focused on realigning the geometric issues into a single intersection. The modeling found that doing so would create an improvement. From a capacity standpoint, the intersection would operate very much as it does currently, though with better aligned movements.

Four concepts were considered around the vicinity of 142nd Place SE and the Eastgate park and ride. The intersection of SE 142nd Place and I-90, the direct access ramps, currently has a

V/C ratio of 1.03. Adding turn pockets was shown to improve the V/C ratio considerably, and removing the HOV left-turns, making it transit only, also improves by a fair amount the operation of the intersection. The potential issue with both of those project concepts is an associated widening of the bridge in coordination with WSDOT and a high cost.

Project C1001 at 142nd Place SE and SE 36th Street to the south of the direct access ramps involves a number of space constraints. Consideration was given to what would result from converting the alignment to include either a left- or right-turn pocket from the current shared left- and right-turn pocket. The modeling showed the project would take the current V/C ratio from a 0.95 to a 0.66, but the challenges include the placement of additional bus stops and a short section to work with. Squeezing in even a short length pocket would provide some benefit.

Project C1201 envisioned signalizing the intersection of 139th Avenue SE and SE 32nd Street. Mr. Woody said the currently stop controlled intersection operates over capacity due to the demand. The intersection was found to meet all signal warrants in the future years. If run as a signalized intersection, the V/C ratio would drop from the current 1.25 to 0.53.

Commissioner Bishop said he attended the Eastside Transportation Partnership meeting at which King County Metro talked about their proposed north-south rapid ride from Totem Lake to Eastgate. He noted that Metro has some funding toward the \$95 million project and said includes the potential for implementing the Snoqualmie Road bypass on the west side of Bellevue College. He asked if that project is in the model and was told by Mr. Woody that while it was not included in the simulation model, some tests were run on it. There is no expectation that it would do much for traffic congestion but it clearly would have benefit for transit travel. Mr. Brieland added that even though the project was not in the VISSIM model, it is in the BKR model background and it affects transit ridership and modeshare at the college and Eastgate areas. The importance of the project will be highlighted in the report relative to transit operations but not from a traffic relief standpoint. The Rapid Ride route is likely to result in removing buses from the roadway, which would from a user perspective have a meaningful benefit.

Commissioner Teh asked if the study takes into account the impact on cyclists and pedestrians. Mr. Woody said that has been looked at at a cursory level to date and it will be looked at in more detail going forward. Certain projects involve the Mountains to Sound Greenway and the need to potentially realign some crosswalks. Some bikes were added as part of the study to the Eastgate Way/150th Avenue SE intersection.

Mr. Brieland noted that the Commission asked the consultant team to consider non-infrastructure approaches as part of the set of solutions. Bellevue has an advanced adaptive signal program in which the signals are constantly rebalanced, and that is assumed in the modeling. Transit service improvements are also assumed and folded into the modeling and they are anticipated to have a positive impact on future modeshare of the area. Also assumed is a base level of transportation demand management.

Commissioner Bishop asked how the TDM particulars get into the model. Mr. Brieland said the background TDM levels are inherited from the travel survey data that is used to calibrate the model. The state's Commute Trip Reduction program affects all large employers, including those in the Eastgate area. Additionally, the city's TDM program applies to a lot of the newer developments. Additional TDM options not explicitly in the model will also be considered, including the application of the Commute Trip Reduction requirements to all employers.

Commute trips are part of the total number of trips, but more extensive transportation demand management options such as parking pricing on both the employer and residential sides have been subjected to some preliminary evaluation. The preliminary results have shown a reduction in travel times and vehicle delay at intersections of between three and five percent. TDM is not a magic bullet but it will continue to provide marginal travel benefits.

With regard to the next steps, Mr. Brieland said the project concepts will be further refined. Additionally, work will be done to identify any multimodal LOS impacts and associated mitigations; right-of-way needs will be evaluated; and estimated project concept costs will be developed. A preferred alternative will be developed with the full analysis results and it will be presented to the Commission along with the 2024 results as part of the analysis to prioritize projects for early implementation.

8. DRAFT MINUTES REVIEW/APPROVAL – None
9. UNFINISHED BUSINESS – None
10. NEW BUSINESS – None
11. PUBLIC COMMENT

Ms. Lisa Leitner, 2840 139th Avenue SE, thanked the Commission for its willingness to take a deeper dive into some of the issues. She said the public is hungry for transportation solutions and understands that there is no easy fix. With regard to the intersection of 150th Avenue SE and Newport Way, she said it is prudent to consider what it would take to add a left-turn lane. Having the background information will be in the Commission's best interest. With regard to Richards Road, she noted that beyond just the apartment buildings that are coming, there is a hotel planned for the same property, all of which will be added growth. Traffic backs up beyond SE 32nd Street all the way to Kamber Road and beyond. Traffic in the area is bad and getting worse and going all the way to Coal Creek Parkway can take 30 minutes. She voiced strong opposition to C102, converting the off-ramp to transit only. HOV traffic uses the intersection heavily and taking that option away will feed traffic back to 150th Avenue SE and SE 36th Street, SE 37th Street and SE 38th Street, which will then have to circle around and go back north and turn left on Eastgate Way, or traffic coming westbound will have to exit at Eastgate Way, creating a traffic problem. The study should not forget about the possibility of light rail coming from downtown to Eastgate by 2041, which could impact plans being considered for Richards Road.

Mr. Hassan Dhananjaya, 14810 SE 9th Place, called attention to TFP-158, a project that was previously removed but which is back in the mix. The bike lane on SE 16th Street between 148th Avenue SE and 156th Avenue SE is not needed. East-west connectivity can be better served by the facilities on Lakemont Boulevard and SE 22nd Street. The section along SE 16th Street is not conducive to bike facilities because of the steep slope and by the fact that it does not connect to the downtown or the Lake to Lake trail. The project should be removed from the TFP project list.

Commissioner Bishop asked if the EIS for the TFP give a rationale as to why TFP-158, which the Commission specifically voted to remove, got put back in the mix. He suggested the Commission should be provided with an explanation. Mr. McDonald said the staff who will attend the May 9 meeting of the Commission will be able to respond to the question.

12. COMMISSION CALENDAR

Mr. McDonald briefly reviewed with the Commission the calendar of upcoming agenda and meeting items.

13. ADJOURN

A motion to adjourn was made by Commissioner Lampe. The motion was seconded by Commissioner Teh and the motion carried unanimously.

Commissioner Chirls adjourned the meeting at 8:28 p.m.

Secretary to the Transportation Commission

Date

Chairperson of the Transportation Commission

Date