

County of Santa Clara

California

Transportation Commission
524 County Administration Building
70 West Hedding Street
San Jose, California 95110
299-2323 Area Code 408

19

March 18, 1974

Honorable Board of Supervisors
Santa Clara County
524 Administration Building
70 West Hedding Street
San Jose, California 95110

Subject: Revised Request from Cupertino Sanitary District for
a Longitudinal Encroachment

Gentlemen:

At the regular meeting of the Transportation Commission held on
Wednesday, March 13, 1974 it was unanimously recommended to the
Board of Supervisors of Santa Clara County that the attached
revised request from the Cupertino Sanitary District for a
longitudinal encroachment within Lawrence Expressway, for a
distance of 600 feet, between Homestead Road and Wren Avenue,
be approved.

It was further recommended that the City of Santa Clara be urged
to cooperate with the Cupertino Sanitary District in adopting
the Calabazas Boulevard route as the designated location for this
facility.

Very truly yours,

Marcella Williamson

Mrs. Marcella Williamson
Secretary

APPROVED BY THE BOARD OF SUPERVISORS
OF SANTA CLARA COUNTY MAR 26 1974

DONALD M. RAINS, Clerk of the Board
By *Ray K. Burnett*
Deputy Clerk

B
MAR 26 1974

March 28, 1974

City Council
City of Santa Clara
P. O. Box 388
1500 Warburton Avenue
Santa Clara, California 95050

Subject: Cupertino Sanitary District - Calabazas Boulevard
Route

Gentlepersons:

The Board of Supervisors at its meeting of March 26, 1974, considered recommendations submitted by the Transportation Commission. One recommendation approved by the Board was the revised request of the Cupertino Sanitary District for a longitudinal encroachment within Lawrence Expressway, for a distance of 600 feet, between Homestead Road and Wren Avenue.

The Transportation Commission also recommended the City of Santa Clara be urged to adopt the Calabazas Boulevard Route as the designated location for the Cupertino Sanitary District interceptor facility. The Board of Supervisors urgently requests the City of Santa Clara adopt this route.

Very truly yours,

BOARD OF SUPERVISORS

Donald M. Rains
Clerk of the Board

DMR:yg
Enclosure (Reports and Recommendations)
CC: Public Works Department
Cupertino Sanitary District
Transportation Commission

March 28, 1974

Mr. John E. Fleming
Mark Thomas & Co , Inc.
20065 Stevens Creek Boulevard
Cupertino, California 95014

Subject: Longitudinal Encroachment within Lawrence Expressway
Your File No: CuSD SP-116 (73077)

Dear Mr. Fleming:

The Board of Supervisors, County of Santa Clara, at its meeting of March 26, 1974, pursuant to the recommendation of the Transportation Commission, approved the revised request dated February 22, 1974, from the Cupertino Sanitary District for a longitudinal encroachment within Lawrence Expressway for a distance of 600 feet, between Homestead Road and Wren Avenue.

The Board also approved the Commission's recommendation to urge the City of Santa Clara to cooperate with the Cupertino Sanitary District by adopting the Calabazas Boulevard route as the designated location for this facility. We are enclosing a copy of our letter to the City of Santa Clara.

Very truly yours,

BOARD OF SUPERVISORS

Donald M. Rains
Clerk of the Board

DMR:yg

CC: Transportation Commission
Public Works Department

4.C.

HIGHWAYS AND BIKEWAYS COMMITTEE REPORT
TO THE
TRANSPORTATION COMMISSION

Subject: Revised request from the Cupertino Sanitary District for a longitudinal encroachment within Lawrence Expressway between Homestead Road and Wren Avenue.

Members Present: Baker, Kelley, Sandoval

Discussion: The original request, dated November 19, 1973, from the Cupertino Sanitary District was for a longitudinal encroachment permit within Lawrence Expressway between Homestead Road and the Southern Pacific Railroad (North of Monroe), a distance of 12,000 feet. The Highway and Bikeways Committee discussed this request during its meeting of December 18, 1973 and January 16, 1974.

The attached report from the Highways and Bike-ways Committee to the Transportation Commission, dated February 4, 1974, includes the history of this request and this committee's recommendation for (1) denial of the request and (2) urging the City of Santa Clara to cooperate with the Sanitary District in adopting Calabazas Blvd. as the route for this facility.

The Cupertino Sanitary District met on February 13, 1974 with staffs of the City of Santa Clara, Santa Clara Valley Water District and County Public Works. Although this problem was not completely resolved during the meeting, considerable progress was attained. The Cupertino Sanitary District requested County staff to recommend that the attached recommendation of denial be postponed until the Transportation Commission Agenda of March 13, 1974, anticipating resolution of this issue prior to that date. This item was postponed by the Transportation Commission as requested.

The revised request, dated February 22, 1974, from the Cupertino Sanitary District is for a longitudinal encoachment within Lawrence Expressway between Homestead Road and Wren Avenue, a distance of approximately 600 feet. The remainder of this proposed route will utilize a combination of streets within the City of Santa Clara, utility easements, and the Calabazas Creek Channel (Santa Clara Valley Water District). Staff reports to the Highways and Bikeways Committee, dated February 20, 1974, and February 27, 1974 are attached.

MAR 26 1974

The revised request from the Cupertino Sanitary District and the City of Santa Clara, although requiring an encroachment permit from the County for a limited distance along Lawrence Expressway, appears to be reasonable. It should be pointed out that a favorable recommendation on this modified request is not to be looked upon as a modification of County policy to deny request for additional longitudinal encroachments within the expressway system.

This request was discussed during the Highways and Bikeways Committee meeting of February 27, 1974.

Recommendation: It is recommended that the following actions of the Highways and Bikeways Committee be approved by the Transportation Commission and forwarded to the County Board of Supervisors for approval.

1. Approve the revised request from the Cupertino Sanitary District for a longitudinal encroachment within Lawrence Expressway, for a distance of 600 feet, between Homestead Road and Wren Avenue.
2. Urge the City of Santa Clara to cooperate with the Cupertino Sanitary District in adopting the Calabazas Blvd. route as the designated location for this facility.

cc: Standard Distribution
John E. Fleming
Sam Zullo
Sam Cristofano
Santa Clara Valley Water District
TAC DHB

February 27, 1974

AMENDED REPORT TO THE HIGHWAYS AND BIKEWAYS COMMITTEE

Subject: Revised Request from Cupertino Sanitary District for a Longitudinal Encroachment Permit within Lawrence Expressway between Homestead Road and Calabazas Creek


The purpose of this report is to clarify and expand upon the report dated February 20, 1974.

Cupertino Sanitary District's original request for an encroachment permit within Lawrence Expressway between Homestead and the Southern Pacific Railroad tracks would have utilized approximately 12,000 feet of County right of way.

The revised request utilizes approximately 600 feet of County right of way and 1,300 feet of utility easements between Homestead and Calabazas Creek. The remainder of the route will be Calabazas Creek-Calabazas Blvd. alternate.

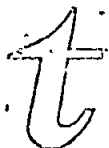
The revised request from the Cupertino Sanitary District, although requiring an encroachment permit from the County for a limited distance along Lawrence Expressway, appears to be reasonable. It should be pointed out that a favorable recommendation on this modified request is not to be looked upon as a modification of County policy to deny request for additional longitudinal encroachments within the Expressway System.

Submitted by


SCOTTY A. BRUCE
Staff Liaison

SAB:DHB:vlh

cc: Standard Distribution
John E. Fleming
Sam Zullo
Sam Cristofano
DHB, TAC



MARK THOMAS & CO. INC.
CONSULTING CIVIL ENGINEERS & MUNICIPAL PLANNERS
18 N. SAN PEDRO STREET, SAN JOSE, CALIF. 95110 • (408) 295-2425
OFFICES IN SAN JOSE AND CUPERTINO

MARK E. THOMAS
ALDO P. SAVIO
HARRY F. AUMACK, JR.
JOHN E. FLEMING
HENRY D. GILBERT (1926-1972)
SAM J. ZULLO

February 22, 1974
File No. 73077

County of Santa Clara
Department of Public Works
1555 Berger Drive
San Jose, Ca 95112

Attention: Mr. Del Bechtholdt

Re: Cupertino Interceptor Route
Along Lawrence Expressway

Gentlemen:

We have completed the study of an interceptor route utilizing a portion of Lawrence Expressway and Calabazas Boulevard. In the major portion along Lawrence Expressway where feasible, the interceptor will not be located within the Expressway right of way as shown on the aerial photo.

We hope that Santa Clara County will consider this proposal and grant Cupertino Sanitary District an encroachment permit within this portion.

Should you desire additional information, please call me.

Yours very truly,

MARK THOMAS & CO. INC.

Richard K. Tanaka

RKT:ds
enc

February 20, 1974

Report to the Highways & Bikeways Committee

Subject: Request from the Cupertino Sanitary District and the City of Santa Clara for a longitudinal encroachment permit within Lawrence Expressway between Homestead Road and Calabazas Creek

The original request, dated November 19, 1973, from the Cupertino Sanitary District was for a longitudinal encroachment permit within Lawrence Expressway between Homestead Road and the Southern Pacific Railroad (North of Monroe). The Highway and Bikeways Committee discussed this request during its meetings of December 18, 1973 and January 16, 1974.

The attached report from the Highways & Bikeways Committee to the Transportation Commission, dated February 4, 1974, includes the history of this request and this committee's recommendation for (1) denial of the request and (2) urging the City of Santa Clara to cooperate with the Sanitary District in adopting Calabazas Blvd. as the route for this facility.

The Cupertino Sanitary District met on February 13, 1974 with staff of the City of Santa Clara, Santa Clara Valley Water District and County Public Works. Although this problem was not completely resolved during the meeting, considerable progress was attained. The Cupertino Sanitary District requests County staff to recommend that the attached recommendation of denial be postponed until the Transportation Commission Agenda of March 13, 1974, anticipating resolution of this issue prior to that date. This item was postponed as requested.

The revised request from the Cupertino Sanitary District and the City of Santa Clara, although requiring an encroachment permit from the County for a limited distance along Lawrence Expressway, appears to be reasonable. It should be pointed out that a favorable recommendation on this modified request is not to be looked upon as a modification of County policy to deny request for additional longitudinal encroachments within the expressway system.

cc Standard Distribution
John E. Fleming
Sam Zullo
Sam Cristofano
DHB,TAC

Submitted by

Scotty A Bruce
Scotty Bruce
Staff Liaison



DATE February 4, 1974

SANTA CLARA COUNTY TRANSPORTATION COMMISSION

Agenda Date February 13, 1974

Agenda Item f

TRANSIT DISTRICT BOARD OF SUPERVISORS

Agenda Date _____

Agenda Item _____

FROM: ALONZO BAKER, Chairman
Highways and Bikeways Committee

SUBJECT: REQUEST FROM THE CUPERTINO SANITARY DISTRICT FOR A
LONGITUDINAL ENCROACHMENT PERMIT WITHIN LAWRENCE
EXPRESSWAY BETWEEN HOMESTEAD ROAD AND THE SOUTHERN PACIFIC
RAILROAD (NORTH OF MONROE STREET)

The attached letter from the Cupertino Sanitary District, dated November 19, 1973, requests the County to consider granting the District an encroachment permit on Lawrence Expressway to install a new longitudinal joint interceptor line (with the City of Santa Clara) between Homestead Road and the Southern Pacific Railroad (north of Monroe Street).

This item was discussed by the Highways and Bikeways Committee during its meetings of December 18, 1973 (item no. 3) and January 16, 1973 (item no. 1). Copies of the notes of those two meetings are attached.

In summary the County policy is to deny requests for additional longitudinal encroachments on the Expressway System. The reason for this policy is to preserve the integrity of the expressways as major transportation corridors. The installation and maintenance of additional longitudinal encroachments within the expressways create potential traffic hazards and cause considerable traffic congestion. In particular this specific request would require the closure of one lane of traffic for many weeks on an expressway with an average daily traffic load in excess of 45,000 vehicles. Moreover, the general policy of no additional longitudinal encroachments within the Expressway System has been adhered to since the beginning of the Expressway Program in the early 1960's. The granting of such a request would create a policy reversal, thus leading to other longitudinal encroachments and a downgrading of the ability of the expressways to meeting existing and future traffic demands.

DATE February 4, 1974

TRANSCOM AGENDA DATE: February 13, 1974

BOARD OF SUPERVISORS AGENDA DATE:

SUBJECT: REQUEST FROM THE CUPERTINO SANITARY DISTRICT FOR A
LONGITUDINAL ENCROACHMENT PERMIT WITHIN LAWRENCE
EXPRESSWAY BETWEEN HOMESTEAD ROAD AND THE SOUTHERN PACIFIC
RAILROAD (NORTH OF MONROE STREET)

Although this request should be denied, the Highways and Bikeways Committee recognizes that this interceptor line will be needed within the next few years and that a route for this facility should be established at this time. After reviewing the various alternate routes with the Cupertino Sanitary District staff it appears that the Calabazas Blvd. route is the most desirable.

The Calabazas Blvd. route would involve an agreement between the Cupertino Sanitary District and the City of Santa Clara. Fortunately the City of Santa Clara will be utilizing this same interceptor in the area north of the Bayshore Freeway (Theme Park area).

Based on the above considerations the Highways and Bikeways Committee recommends that the Transportation Commission take the following actions:

- A. Recommend that the Board of Supervisors deny the request to place this line longitudinally within Lawrence Expressway.
- B. Urge the City of Santa Clara to cooperate with the Cupertino Sanitary District in adopting the Calabazas Blvd. route as the designated location for this facility.

AB:SAB:vlh

attachments

cc: John E. Fleming, Mark Thomas & Company
Sam Zullo, Mark Thomas & Company
Sam Cristofano, Director of Public Works, City of Santa Clara
DHB
TAC

CUPERTINO SANITARY DISTRICT
SANTA CLARA COUNTY

DISTRICT MANAGER-ENGINEER

MARK THOMAS & CO., INC.
JOHN E. FLEMING
20065 STEVENS CREEK BLVD.
CUPERTINO, CA. 95014
(408) 253-7071

BOARD OF DIRECTORS
ROY M. RUSHTON, Pres.
MAURICE F. LA BRIE, Sec.
CURTIS B. HARRISON
EDWARD J. HAHAMIAN
DR. JOS. F. BROWN

DISTRICT COUNSEL

PHILIP D. ASSAF
630 N. SAN MATEO DRIVE
P. O. BOX 152
SAN MATEO, CA. 94401
(415) 342-3523

November 19, 1973

File: CuSD SP-116 (73077)

Mr. James Pott
Director of Public Works
1555 Berger Drive
San Jose, California 95112

Dear Mr. Pott:

The Cupertino Sanitary District currently has a Joint Interceptor with the City of Santa Clara to transport sewage from the District to the San Jose-Santa Clara Treatment Plant. It appears that we will reach our capacity as early as 1975 and we are therefore making a study of alternate routes for another interceptor.

The preliminary study was completed in October, 1973. Since the completion of this study, the Cupertino Sanitary District Board of Directors has made the decision to negotiate an agreement with the City of Santa Clara for a cost-sharing interceptor system from north of Bayshore Freeway to the Treatment Plant. The City has agreed to supply routes in this vicinity, however, it is essential that the Cupertino Sanitary District have a feasible route from the Homestead Metering Station to Bayshore Freeway. From the preliminary study, we believe that the Lawrence Expressway route is the best route for the interceptor location from Homestead Road to the Southern Pacific Railroad. We do understand the difficulties in construction, the traffic problems that may be encountered, and the policy decisions that must be considered.

We would like to confer with you and the Transportation Commission on this matter for further discussion and policy decisions so we can proceed with the selection of the sewer location and begin engineering design. Time is of the essence and we would appreciate your placing this on the Agenda as soon as convenient.

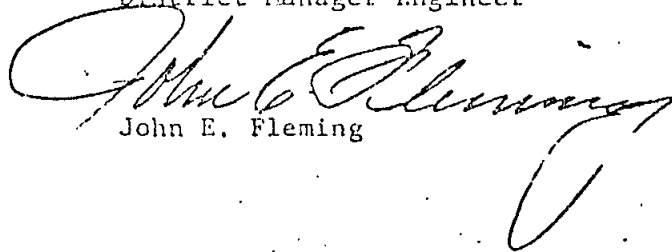
Mr. James Pott
November 19, 1973

Page two

Enclosed is an aerial photo of Lawrence Expressway from Homestead Road to the Southern Pacific Railroad, showing the location of the proposed interceptor. Please call me if you have any questions.

Yours very truly,

MARK THOMAS & CO. INC.
District Manager-Engineer



John E. Fleming

JEF:bn

Encl. (one)

cc: Donald Frolich
Transportation Committee Chairman

memorandum

TO	AL BAKER, Chairman, Highways &	FROM	S. A. BRUCE, Staff Liaison
SUBJECT	Bikeways Committee	DATE	December 14, 1973

Request by the Cupertino Sanitary District for a New Longitudinal Encroachment within a County Expressway: To Construct a New Joint Interceptor (with the City of Santa Clara) within Lawrence Expressway between Homestead and the Southern Pacific Railroad (North of Monroe)

Item 3
12/17/73

Agenda Date: December 19, 1973

Agenda Item: #3

To protect the integrity of the Expressway System it is our Department's policy to deny requests for new longitudinal encroachments on expressways except when alternate routes are not available. This policy preserves the capacity of the expressways and protects the motoring public from the hazards new construction creates.

A review of this application by our staff indicates an alternate route for the new joint interceptor is available.

It is our recommendation that this request for an additional longitudinal encroachment permit within Lawrence Expressway be denied and forwarded to the Transportation Commission for similar action with attachments.

SAB:vlh

- cc: Each Committee Member
- Frolich
- Winston
- Howard Campen
- JTP
- LM
- John E. Fleming

HIGHWAYS AND BIKEWAYS COMMITTEE

Meeting Notes

December 19, 1973

Attendance

Members: Baker, Sandoval

Others: Montini, Kurotori, Bechtholdt, Shields, Shreve, Wahl, Zullo

1. Deferred - Continuation of discussion of Highway Maintenance according to functional classification.
2. Deferred - Policy on expressway fences and noise attenuation walls.
3. Request by the Cupertino Sanitary District for a new longitudinal encroachment within Lawrence Expressway:

The project, as proposed by the Cupertino Sanitary District, was presented by Del Bechtholdt, Engineering Utilities Coordinator, and pointed out the County policy of no new longitudinal utility encroachment within County expressways. He pointed out that the proposed pipe line would be behind the existing curb that would require the removal of the existing landscaping, probably require replacement of existing interconnect line for the Lawrence Expressway traffic signals and reduce the southbound roadway from 3 lanes to 2 lanes during the duration of the project. Alternate routes were pointed out by Mr. Bechtholdt whereby local streets and the Calabazas Creek could be utilized.

Mr. Sam Zullo of Mark Thomas Company, consultant for the District, stated that the existing 18-inch outfall sewer will reach its capacity by 1975. He further stated that the metering station where it was necessary to tie into was located at the Homestead Road-Lawrence Expressway intersection. The proposed project was to connect the metering station to an outfall at Bayshore Freeway (Route 101)-Calabazas Creek. Mr. Zullo discussed the alternate route with the associated problems and stated that it was his feeling that the proposed project was the most viable. He further stated that it might be possible to use the Calabazas Creek; however, the Flood Control District will proceed with its project a year or two prior to the District's ability to obtain the necessary financing for the sewer line.

After discussion, Chairman Baker requested the District to return to the next regular meeting with a basic outline of the impact of the various alternatives available. The alternatives should include: use of city streets, a possible deferment of

the Flood Control Project on Calabazas Creek until the District could obtain financing, or a loan from the Flood Control District to coordinate the project with its current Calabazas Creek project.

4. Implementation Plan of the Countywide Bikeway Plan for Santa Clara County as prepared by VTN.

Ron Shields presented the implementation plan of the pending report being prepared by VTN. The discussions centered around the classification of the routes and the proposed financing implications. Type 1 and Type 2 routes were proposed to be entirely County responsibility. Type 3 routes would be 50% County obligation and the remainder by local agency. The Type 4 routes would be entirely local agency responsibility. It was agreed that the proposed approach would be acceptable for presentation to the Transportation Commission.

Mr. Tom Shreve, representative of the S.B.T.O.A., presented a letter to the Committee outlining the concerns of the SBTOA Bikeways Committee. The letter dealt principally with proposed standards included in the rough draft. Much discussion involving the various groups concerned with bicycle safety followed. It was pointed out to these groups that our efforts are being directed at getting a set of guidelines, a proposed plan and financing implications to the Board of Supervisors at the earliest possible date so work could commence on the system. It was not the intention of the Public Works Department to bypass these groups but would solicit their advice on the proposed plan at the proper time. The greatest complaint by these groups was that the minimum standards generally become accepted as the standards instead of utilizing the desirable standards. These groups were requested to direct their concerns to the Public Works Department for consideration.

5. Request by City of Sunnyvale for a modification to the Central Expressway Off-Ramp to Arques Avenue.

Ron Shields presented the request by the City of Sunnyvale. After discussion, the report was approved as written for submission to the Transportation Commission.

cc: Each Committee member
Frolich
Winston
Campen
John E. Fleming, Mark Thomas & Co.
D. M. Somers, Dir. of PW, Snyvle
M. Williamson
JTP, LM, RWS, RMS, RBP, DHB, HK, TAC, JLC

NOTES

HIGHWAYS & BIKEWAYS COMMITTEE

January 16, 1974

Members Present: A. Sandoval
B. Winston, N. Hammes, D. Frolich (Planning Comm.)

Members Absent: Baker, Kelley, Leonetti

Others Present: A. Zullo, Tanaka, Bechtholdt, Bruce
B. Bob Keller (Caltrans), Montini, Griggs, Shreve,
Bass, Tanda, Hagele (Planning Committee)

1. Continuation of discussion of request by the Cupertino Sanitary District for a new longitudinal encroachment with a County expressway: to construct a new joint interceptor (with the City of Santa Clara) within Lawrence Expressway between Homestead Road and the Southern Pacific Railroad (north of Monroe). Mr. Sam Zullo of Mark Thomas Co., consultant for the Sanitary District explained that he had discussed alternate route locations with the SCCWD & City of Santa Clara staffs. In general, the SCCWD is receptive to joint projects. Due to construction schedule constraints and limited right-of-way, the SCCWD is not receptive to allowing the Sanitary District to place their 18" sewer in the Calabazas Creek Channel southerly of SPRR.

The City of Santa Clara was not receptive to placing the outfall line in Bowers Avenue, but may be receptive to the Calabazas Blvd. location (adjacent to Calabazas Creek).

County Staff reiterated the County policy of no new longitudinal encroachments within the expressway and the many reasons for this position. After discussion, it was generally agreed by all parties that the Lawrence Expressway corridor is not the appropriate location for the outfall line. In addition, it was recognized that this facility will be needed within the next 2-3 years and a route must be selected and agreed upon now.

Based on the above, the Committee's recommendation on this request was as follows:

- A. Deny the request
- B. Urge the City of Santa Clara to cooperate with the Sanitary District in adopting the Calabazas Blvd. route as the designated location for this facility.

It was also agreed to present this recommendation to the Transportation Commission during its meeting of February 27, which would allow ample time for the Sanitary District to confer with the City of Santa Clara on this matter.

2. Presentation of final draft Countywide Bikeway Plan for Santa Clara County (including the implementation section of report) by VTN.

Postponed until the Committee Meeting on February 27, following the Transportation Commission meeting of that same date.

3. Joint meeting with the Planning Committee to discuss the West Valley Freeway Corridor.

Bob Keller and Lou Montini presented background information and described the current status of West Valley Freeway Corridor (State Route 85). A Freeway Agreement covers the unconstructed portion of the route between Stevens Creek Blvd. and Route 101, but right of way purchase and construction are not scheduled. The State has agreed to protect that portion of the right of way between Guadalupe Freeway and Route 101 to the east. Approximately 50% of the right of way between Hwy 9 and Guadalupe Freeway has already been purchased by the State. The remaining portion of the right of way is unprotected due to the State's inability to fund the purchase.

Several cities feel the remaining right of way should be protected to preserve the route as a transportation corridor. It was reported that this may require local funds to supplement State funds which may be made available by the CHC. FAU money has been suggested as a possible source of the local share.

It is estimated that approximately \$3,000,000 will be required within the next five years to protect right of way. The acceptable level of local participation is unknown, but it was suggested that it may be as low as 10%.

Several subdivision maps have been filed along the route, and development may occur unless the right of way within the corridor is purchased in the very near future.

The possibility of using SB325 funds in addition to FAU funds for right of way purchase was discussed. It was also suggested that property taxes be waived for the area within the corridor.

It was the feeling of all the Commissioners present that the integrity of the route should be protected for use as a transportation corridor.

The following recommendations to the Transportation Commission were unanimously adopted:

- A. Request the Board of Supervisors adopt a resolution urging the State to protect the Route 85 right of way for use as a transportation corridor.
- B. FAU funds, or other funds which may be available, be allocated and offered as the local share which may be required for right of way protection.
- C. Request MTC to begin a Transportation Corridor Study as soon as possible to determine what type of facility should be built in this corridor.

Staff was requested to determine which parcels are included in pending developments.

4. Discussion of policy on expressway fences and noise attenuation walls.

Postponed until the Committee Meeting of January 23, following the Transportation Commission meeting of that same date.

5. Discussion of Highway Maintenance and Operational Responsibility according to functional classification - delay to subsequent meeting.

Postponed until the Committee Meeting of February 27, following the Transportation Commission meeting of that same date.

Submitted by:

Scotty Bruce
Scotty Bruce, Staff Liaison

cc: Each Committee Member
John E. Fleming, Mark Thomas & Co.
Sam Zullo, Mark Thomas & Co.
JTP
JLC
LM
RMS
RBP
HK
DHB