



Washington State Transportation Commission

Olympia Meeting Summary

July 18 & 19, 2023

July 18, 2023

Chair Deborah Young opened the meeting at 9 a.m. with introductions by Commission members and staff, an overview of the agenda, and meeting protocols.

Agenda Item 2:

Washington State Department of Commerce Climate Program Guidance

Presenters:

- Sarah Fox, AICP, Climate Program Manager, Washington State Department of Commerce
- Alicia McAfee, Fellow, Washington State Department of Commerce
- Gary Idleburg, Mitigation Lead, Washington State Department of Commerce
- Michael Burnham, Resilience Lead, Washington State Department of Commerce

Sarah Fox gave an overview of the Department of Commerce's role in the state's climate planning goals. New requirements of the Growth Management Act require 11 counties and the cities within to incorporate new climate mitigation and resilience sub-elements into their comprehensive plan updates. A new role for Commerce gives it authority to approve the climate element of a local government's plan, offering protection from appeals. Alicia McAfee discussed the development of resources to help governments meet their climate planning requirements, including online climate element guidance and a climate resource guide with over 100 resources for climate change planning. Michael Burnham discussed the resilience sub-element, which deals with hazard preparedness and response and offers pathways to meet state requirements. Gary Idleburg discussed the greenhouse gas emissions reduction sub-element and pathways that help counties achieve reductions in emissions. Cities and counties will have to provide an update every five years on progress they've made implementing their plans.

Presentation: [Commerce Climate Program Guidance](#)

For more detail on agenda item 2, please refer to the [TVW Meeting Recording](#), starting at 00:03:20, on the progress bar found at the bottom of the screen.

Action: None

Follow-Up: None at this time.

Agenda Item 3: WSDOT Toll Equity Study

Presenter:

- Mark Hallenbeck, Director, Washington State Transportation Center (TRAC), University of Washington

Mark Hallenbeck presented findings from the University of Washington's recent study that investigated who uses Washington state's five toll facilities and how income affects usage. The study used five different data sets — including WSDOT billing information and toll transactions, as well as location-based data collected from cellphones — from July 1, 2021, to June 30, 2022, to evaluate various aspects of income distribution, travel patterns and demand.

Facility-specific highlights from findings show the State Route (SR) 520 Bridge and the SR 16 Tacoma Narrows Bridge (TNB) both have high numbers of frequent users (there is no realistic non-toll alternative to the TNB). The SR 520 Bridge has a high proportion of high-income users, and data show that less trip diversion tends to occur on toll facilities with higher-income users, like the SR 520 Bridge. The use of the I-405 express toll lanes (ETLs) also skews toward higher-income users. The SR 167 High Occupancy Toll Lanes (HOT) are heavily used by middle-income users. The SR 99 tunnel has a broad income distribution relative to other facilities and has a higher rate of trip diversion (or toll avoidance).

A primary conclusion of the study is that geography plays a large role in who uses which facilities. Also, higher-income households are over-represented on the facilities, while moderate-income households are well-represented on the more southern of the tolled facilities. But summarizing who uses specific facilities relative to income is difficult because origins and destinations on the corridors vary considerably, as do household incomes. In addition, the study attempted to assess the value of time (VOT) and value of reliability (VOR) for drivers of each facility before and after the pandemic but was only successful with the analysis for the I-405 ETLs, where VOT increased slightly and VOR decreased.

Presentation: [Toll Equity Research](#)

For more detail on agenda item 3, please refer to the [TVW Meeting Recording](#), starting at 00:33:49, on the progress bar found at the bottom of the screen.

Action: None.

Follow-Up: None at this time.

Agenda Item 4: Vehicle Miles Traveled Target Setting

Presenters:

- Celeste Gillman, Strategic Policy Administrator, Washington State Department of Transportation
- Alon Bassok, Transportation Planning Specialist, Washington State Department of Transportation
- Dave Andersen, AICP, Managing Director, Growth Management Services, Washington State Department of Commerce

Celeste Gilman and Alon Bassok discussed the legislative direction to study and establish Vehicle Miles Traveled (VMT) targets for 10 counties, reviewing current trends and the strategies to reduce VMT at the county level for light-duty vehicles. From 2010 to 2021, nine of the 10 counties had VMT go down. Findings show that land-use strategies that bring people closer to the goods and services they need have the greatest potential to reduce the miles traveled. Recommendations and policy changes that would help WSDOT, Regional Transportation Planning Organizations, and local agencies reduce miles traveled were shared.

Dave Anderson discussed the connection between housing policy and transportation policy, emphasizing the importance of land-use strategies implemented through Washington's Growth Management Act that encourage a mix of uses, densities and housing types to lower VMT. Recent legislation will drive this trend, and he pointed out neighborhoods in Tacoma, Belltown, Spokane and Point Ruston that demonstrate the success of infill and the higher-density goals of GMA. These successes portend a return to historic patterns of development in older, desirable cities around the world before freeway suburbs dominated over the last 40 to 50 years.

Presentations: [Vehicle Miles Traveled Target Setting](#) [Housing and VMT – What's Next](#)

For more detail on agenda item 4, please refer to the [TVW Meeting Recording](#), starting at 01:49:31, on the progress bar found at the bottom of the screen.

Action: None.

Follow-Up: None at this time.

Agenda Item 5: Metro Flex: On Demand Transit Services

Presenters:

- Christina O'Claire, Mobility Division Director, King County Metro
- Casey Gifford, Senior Planner, King County Metro

Christina O'Claire introduced Metro Flex, King County Metro's (KCM) on-demand, micro transit service that launched in March 2023, consolidating different on-demand services.

Casey Gifford discussed the five years of piloting different operation models and technology platforms, adding that KCM is one of the most prolific testers of on-demand technology. The service has a fleet of 30 vehicles and is open to the public; ride requests can be made using an app, call center or through web booking and must begin and end in the same service area. For the price of a bus fare, users walk to a nearby pick-up location, where they join a shared ride, waiting on average 15 minutes. The role of Metro Flex is to provide coverage to areas that are difficult to serve with fixed-route buses, and many riders use it to connect with regional transit, with free transfers with an ORCA card. It has a \$6 million annual budget, funded through operating dollars as well as grants and funds from local jurisdictions and employers. The service is constantly evolving and expanding to meet transportation needs of additional customer groups and to provide connections and partnerships with other transportation providers. It is working to meet benchmarks in sustainability, equity and efficiency.

Presentation: [Metro Flex On Demand Transit Services](#)

For more detail on agenda item 5, please refer to the [TVW Meeting Recording](#), starting at 02:35:45, on the progress bar found at the bottom of the screen.

Action: None.

Follow-Up: None at this time.

Agenda Item 6: Road Usage Charge Update

Presenters:

- Ara Swanson, Senior Strategic Communications Specialist, CDM Smith
- Steven Marfitano, Senior Transportation Planner, CDM Smith

Ara Swanson provided an overview of policy developments in other states advancing a road usage charge (RUC) as well as fees related to electric vehicle (EV) use. Hawaii became the fourth state to enact a RUC in 2023, with its program going into effect in 2025. Vermont is also poised to enact the charge. Thirteen states are conducting or have conducted RUC pilot projects. Some states are experimenting with kilowatt-hour taxes, which present policy challenges in not charging for miles driven, low revenue potential, and the inequity of those who must rely on public charging station vs. home charging stations.

Steven Marfitano gave an update on the Washington RUC simulation project conducted as part of the Commission's federally funded research program, "Forward Drive." The 1,145 participants in the simulation enrolled online to report odometer readings and pay for miles driven. Participants reported high satisfaction with the payment and reporting process, saying it was not difficult or time-intensive to complete. Findings indicate that the top concern for participants of the simulation was data security, including privacy. Most participants chose to self-report mileage. Most respondents chose to pay immediately instead of with an installment plan. Those with lower incomes were more likely to choose to pay in installments than higher-income individuals. However, most respondents thought

having flexible payment options would be important but would want to pay little to nothing for those options.

Presentation: [Road Usage Charge – Update](#)

For more detail on agenda item 6, please refer to the [TVW Meeting Recording](#), starting at 03:07:46, on the progress bar found at the bottom of the screen.

Action: None.

Follow-Up: None at this time.

**Agenda Item 7:
Reconnecting South Park in Seattle**

Presenter:

- Cayce James, Strategic Advisor, City of Seattle

Cayce James provided an update on the City of Seattle’s “Reconnect South Park” project to reconnect the community divided by State Route (SR) 99, sharing information about the federal Reconnecting Communities grant for the project as well as a history of the community. South Park was once a fertile floodplain of the Duwamish people that post-colonization grew into an immigrant farming community. The politically active community was not successful in fighting the construction of SR 99. Once I-5 was built, however, SR 99 became obsolete and was decommissioned as a federal highway. The industrial neighborhood is an important employment center and home to youth-oriented services close to the highway. Living next to highways has been shown to cause adverse health outcomes, particularly for youth and the elderly. Several opportunities stem from the project, including replacing or re-designing the highway to re-establish connections, adding greenspace, restoring habitat and improving pedestrian facilities. A 2025 deadline has been set for crafting the Community Vision Plan.

Presentation: [Reconnecting South Park](#)

For more detail on agenda item 7, please refer to the [TVW Meeting Recording](#), starting at 04:13:37, on the progress bar found at the bottom of the screen.

Action: None

Follow-Up: None at this time.

**Agenda Item 8:
Puget Sound Regional Council Equity Advisory Committee**

Presenter:

- Charles Patton, Program Manager, Equity Policy & Initiatives, Puget Sound Regional Council

Charles Patton gave an update on the work of Puget Sound Regional Council’s (PSRC) Equity Advisory Committee, which is made up of 19 residents from PSRC member counties. Last year, the committee completed a Regional Equity Strategy, a resource

partners throughout the region use in developing their local plans and measuring and tracking progress in several key areas including capacity building, data and research, community engagement and best practices. The committee is currently implementing a \$6 million federal grant for a Transportation Equity Pilot Program evaluating PSRC's regional project selection process with emphasis on increasing access and safety, reducing displacement and outreach to marginalized communities.

Presentation: [PSRC – Equity Advisory Committee](#)

For more detail on agenda item 8, please refer to the [TVW Meeting Recording](#), starting at 04:40:08, on the progress bar found at the bottom of the screen.

Action: None.

Follow-Up: None at this time.

Agenda Item 9: Columbia River I-5 Bridge Replacement Program Update

Presenters:

- Frank Green, Assistant Program Administrator, Washington State Department of Transportation
- Brent Baker, Senior Vice President and Managing Director, WSP USA

Frank Green provided an update on upcoming work, schedules, and funding for the Columbia River I-5 Bridge Replacement. He noted that in 2023, tolling authorization passed the Washington Legislature, and the Oregon Legislature committed \$1 billion in funding, matching Washington's contribution. The current timeline calls for the Draft Supplemental Environmental Impact Statement to be complete in 2024 and for construction to begin in late 2025 or early 2026. The Interstate Bridge Replacement team is in the process of applying for federal grant opportunities, including funding for transit elements of the project. The team is developing traffic projections for use in financial planning, environmental analysis and design. Toll program coordination with both the Washington and Oregon transportation commissions is on the horizon. The earliest tolling could begin on Oregon facilities is Jan. 1, 2026, such as on the I-205 Toll Project and the Regional Mobility Pricing Project on I-5 and I-205 in Oregon. Tolling on the current Columbia River I-5 Bridge is expected to begin in fall 2026. A Level 2 planning-level toll traffic and revenue study provides a range of toll rate scenarios and policies for planning purposes. Brent Baker provided a summary of those scenarios and policies developed for the IBR project, with the Level 2 T&R study set to be published in Fall 2024. The Oregon and Washington transportation commissions will determine toll rates and policies during the Level 3 investment grade toll traffic and revenue study. This Level 3 T&R study will get underway in late 2024, with rate-setting by the Washington and Oregon transportation commissions getting underway in spring-summer 2024 following agreement on a bi-state rate-setting plan.

Presentation: [Columbia River I-5 Bridge Replacement – Tolling Update](#)

For more detail on agenda item 9, please refer to the [TVW Meeting Recording](#), starting at 05:10:06, on the progress bar found at the bottom of the screen.

Action: None.

Follow-Up: None at this time.

Chair Deborah Young reminded the Commission that the meeting will continue Wednesday, July 19, 2023, and recessed the meeting.

DAY 2: July 19, 2023

Chair Deborah Young opened the meeting at 9 a.m. with introductions by Commission members and staff, an overview of the agenda, and meeting protocols.

Agenda Item 11: Commission Business

Presenters:

- Reema Griffith, Executive Director, Washington State Transportation Commission
- Carl See, Deputy Director, Washington State Transportation Commission
- Paula Reeves, Senior Policy Advisor, Washington State Transportation Commission

Commissioners affirmed one change to the June Meeting Summary in the public comment section before approving it for posting and distribution.

Commission staff gave an update on studies directed by the Legislature. Reema Griffith described the advanced technology study that considers how the state could use technology in the right of way for increasing safety, tolling and to enforce compliance. A final report is due on June 30, 2024. Paula Reeves shared details about the update to the Washington Transportation Plan, which takes place every four years, and the West Coast Transportation Network Scoping Study – which evaluates risk and resilience at transportation hubs along the West Coast. Also underway is a Route Jurisdiction Study, which looks at the entire state highway system and the criteria that govern road classification. Those three studies will wrap by the end of 2025. Carl See discussed a study that will create recommendations to streamline the toll-setting process, with recommendations due by July 31, 2024.

Ms. Reeves discussed the need to appoint a third Commissioner to the Route Jurisdiction Transfer Subcommittee, suggesting the addition of Commissioner JC Baldwin.

Ms. Reeves presented the proposed 2024 Commission Meeting Schedule, with local meetings in Edmonds in April, Cheney in June, Chelan in September, and Aberdeen in November. The Commission will finalize its 2024 meeting schedule by October 2023.

Presentation: There was no associated presentation.

For more detail on agenda item 11, please refer to the [TVW Meeting Recording](#), starting at 00:03:09, on the progress bar found at the bottom of the screen.

Action: Commissioner Roy Jennings made a motion to add Commissioner Baldwin to the Route Jurisdiction Subcommittee; the motion was seconded by Vice Chair Jim Restucci. The motion passed 6-0 with Commissioner Nicole Grant excused.

Follow-Up: None at this time.

Agenda Item 12: Route Jurisdiction Transfer Requests – Sponsor & Agency Input

Presenters:

- Paula Reeves, Senior Policy Advisor, Washington State Transportation Commission

- Brian Nielsen, Northwest Regional Administrator, Washington State Department of Transportation
- Carley Francis, Southwest Regional Administrator, Washington State Department of Transportation
- Steve Stuart, City Manager, City of Ridgefield
- Chuck Green, Public Works Director, City of Ridgefield
- Katherine Ross, Mayor, City of Snoqualmie
- Rob Wotton, City Council Member, City of Snoqualmie

Paula Reeves gave an overview of the 2023 Route Jurisdiction Transfer request process, with the public comment period recently completed. Next steps are for the Commission to issue a final determination in October and, if approved, to draft a bill for the upcoming legislative session in November-December.

Brian Nielsen gave stakeholder input on the proposed transfer of Snoqualmie Parkway to the state, saying maintenance and liability are concerns and that the parkway does not align with WSDOT's standard design. Other concerns are development increasing deterioration, the fact that just 6 percent of trips and one-third of truck trips are passing out of the region, and that criteria relied on to classify the route as a state highway are vaguely written and could be applied to many routes.

Carley Francis gave stakeholder input on the proposed transfer of State Route 501 from the state to the city of Ridgefield, saying the WSDOT agrees that SR 501 does not meet the criteria to be a state highway. There are two SR 501s in Clark County that were originally expected to connect, but a 5,000-acre wildlife refuge now separates the two.

Steve Stuart gave stakeholder input from the City of Ridgefield, saying the city would like the highway to end at city limits. He discussed the right of way that WSDOT owns between the two current SR 501s that could have a future use as a multimodal trail. The requested stretch for transfer is between mileposts 16.91 and 19.88. Chuck Green shared discussions the city has had with WSDOT on the condition of the roadway and the geotechnical analysis the city is doing.

Katherine Ross gave stakeholder input from the City of Snoqualmie, explaining that the city feels the proposal to transfer Snoqualmie Parkway to the state does meet the statutory requirements. Legislators helped obtain state funding to improve the parkway and encouraged the city to move ahead with the route jurisdiction transfer request. The portion of regional truck traffic travel on the parkway is a burden on the city, as it does not receive sales-tax revenue from the pass-through traffic to support maintenance demands. Rob Wotton said regional growth is accelerating pavement aging and much of the truck traffic supports regional growth-related projects. He said Snoqualmie Parkway is a critical connection to state highways and a natural extension of State Route 18.

Presentations: [Route Jurisdiction Transfer – Overview](#)
[Snoqualmie RJT Request](#)
[Ridgefield RJT Request](#)
[City of Snoqualmie RJT](#)

For more detail on agenda item 12, please refer to the [TVW Meeting Recording](#), starting at 00:25:31, on the progress bar found at the bottom of the screen.

Action: None.

Follow-Up: Reema Griffith requested a follow-up letter from the City of Ridgefield specifying the mileposts of the portion of SR 501 it wants transferred and a copy of a future resolution passed by the Ridgefield City Council supporting the transfer.

Agenda Item 13: Naming Proposal for Riffe Lake Overlook – *ACTION*

Presenters:

- Commissioner Lindsey R. Pollock, Lewis County
- Bobbie Barnes, Commissioner Gary Stamper’s widow
- Erik Martin, Former Lewis County Manager

Lindsay Pollock, Bobbie Barnes and Erik Martin shared details about the life of late Lewis County Commissioner Gary Stamper, a former coach, teacher, principal and elected leader. They talked about the love Stamper had for Lewis County and offered examples of Stamper’s influence, community-building, and leadership. They described the important role he played in originally establishing the overlook of Riffe Lake, which is in District 3, the portion of the county he represented.

Vice Chair Restucci read Resolution No. 749 naming the Riffe Lake Overlook the “Gary Stamper Memorial Overlook.”

Presentation: [Naming Proposal – Riffe Lake Overlook](#)

For more detail on agenda item 13, please refer to the [TVW Meeting Recording](#), starting at 01:25:07, on the progress bar found at the bottom of the screen.

Action: Commissioner Baldwin made a motion to name the Riffe Lake Overlook the “Gary Stamper Memorial Overlook;” the motion was seconded by Commissioner Jennings. The motion passed 6-0 with Commissioner Grant excused.

Follow-Up: None at this time.

Agenda Item 14: Public Comment

Bob Ortblad, Seattle – Expressed concerns about the Interstate Bridge Replacement project, saying it runs counter to goals to reduce traffic, suburban sprawl, and greenhouse gas emissions. He said it includes a dangerous off-ramp to State Route 14 and had other unsafe elements, and he said bridge plans don’t meet the U.S. Coast Guard clearance requirement. He urges a re-examination of plans for an immersed tunnel and said IBR’s study disqualifying such a structure was misleading.

Presentation: There was no associated presentation.

For more detail on agenda item 14, please refer to the [TVW Meeting Recording](#), starting at 01:46:01, on the progress bar found at the bottom of the screen.

Action: None.

Follow-Up: None at this time.

Agenda Item 15:

Update: Autonomous Vehicle Work Group

Presenter:

- Scott Shogan, Vice President, WSP USA

Scott Shogan gave an overview of the current work of the AV Work Group, which sunsets at the end of 2023. The AV Work Group will be completing the “Roadmap to the Future,” which will serve as the group’s legacy deliverable and be a resource for lawmakers to consider future actions. It will also complete the 2023 Annual Report, which will document specific recommendations from the Work Group to advance to the Legislature. The “Roadmap to the Future” will be focused on five key elements: agency readiness, testing and pilots, public outreach, safety, and path to deployment. A preview of potential recommendations and actions are revisiting a proposal for an AV pilot, sharing other prior recommendations, and a forum or caucus for consideration of AV deployment legislation.

Presentation: [AV Work Group – Update](#)

For more detail on agenda item 15, please refer to the [TVW Meeting Recording](#), starting at 01:51:04, on the progress bar found at the bottom of the screen.

Action: None

Follow-Up: None at this time.

Agenda Item 16:

Secretary’s Report

Presenter:

- Marshall Elizer, Assistant Secretary, Washington State Department of Transportation

Marshall Elizer discussed the shift into a new fiscal year and changes in Connecting Washington programs and the move away from maintenance and preservation. WSDOT is seeing the escalation of bids on projects and a reduced number of bidders, which impacts the funding required to carry out work. Staffing challenges continue in a tight labor market. There are a lot of fish barrier projects on tap and wrapping up.

Presentation: There was no associated presentation.

For more detail on agenda item 16, please refer to the [TVW Meeting Recording](#), starting at 02:08:43, on the progress bar found at the bottom of the screen.

Action: None

Follow-Up: None at this time.

Agenda Item 17:

Update: State Transportation Revenue Forecast

Presenters:

- Carl See, Deputy Director, Washington State Transportation Commission
- Ed Barry, Director of Tolling, Washington State Department of Transportation
- Todd Lamphere, Director of Finance and Administration, Washington State Ferries

Carl See gave an overview of the June 2023 Transportation Revenue Forecast, which included a slight increase in revenue the 2021-2023 biennium as a result of a settlement for the State Route 99 tunnel project. Forecast revenues were down slightly for the 2023-2025 biennium but up for the 10-year forecast horizon. He went through revenues by source and comparisons with prior forecasts.

Ed Barry gave an overview of the June 2023 traffic and revenue forecast for the state's toll facilities, which include actual traffic and revenue data through April 2023. Toll transactions are down October through April and revenue was 2.2 percent below the March 2023 forecast. For specific facilities, the SR 99 tunnel performed above forecast levels, while the SR 520 bridge and SR 167 HOT lanes facilities were hampered in meeting forecast levels because of construction and copper wire theft issues, respectively. Overall, toll revenues and fees are up for the 2021-2023 (current) biennium, down for the next (2023-2025) biennium, and up for the ten-year forecast.

Todd Lamphere gave an update on Washington State Ferries' June 2023 revenue and ridership forecast. Current ridership continues to lag pre-pandemic levels, ranging from 73-77 percent between calendar years 2022 and 2023. While ridership continues to grow, performance continues to fall below previously forecasted levels. Below-normal service levels remain a contributing factor, and forecasts show decreased ridership for fiscal years 2023 and 2024 from previous forecasts. Fare revenue in the June forecast is also down from March. As a result, the Commission's fare proposal for the 2023-25 biennium is currently expected to bring in nearly \$9 million less than the 2023-2025 fare revenue target set by the Legislature. WSF and the Commission will continue to monitor ridership and revenue performance to determine whether adjustments are needed to the Supplemental Budget during the next legislative session.

Presentations: [June 2023 – Transportation Revenue Forecast Overview](#)
[June Forecast Toll Facility Revenue](#)
[June – WSF Revenue and Ridership Forecasts – Update](#)

For more detail on agenda item 17, please refer to the [TVW Meeting Recording](#), starting at 02:12:05, on the progress bar found at the bottom of the screen.

Action: None

Follow-Up: None at this time.

Agenda Item 18: Commission Business

Presenter:

- Reema Griffith, Executive Director, Washington State Transportation Commission

Reema Griffith discussed the Route Jurisdiction Transfer requests and the Route Jurisdiction Study underway at the direction of the Legislature. She proposed the Commission consider enacting a moratorium by the end of 2023, on entertaining any transfer requests beginning in 2024 until the legislatively directed route jurisdiction study is complete. That would likely mean the Commission may not entertain any new transfer requests until late 2026 or early 2027. The Commission will consider this for possible action later this year.

Ms. Griffith shared advice from the Attorney General's Office that the Commission may hold an all-virtual meeting, provided all notice requirements are followed and that an accommodation is made for interested participants to listen and/or provide testimony in person. A suggested schedule would have virtual meetings in January, February, March, May and July; in-person local meetings in April, June, September and November; and in-person Olympia meetings in October and December. A virtual option would be made available at all in-person meetings. The Commission will consider this option further when it adopts its 2024 meeting schedule later this year.

Commissioners shared the following reflections and recommendations from the meeting:

- There are positive developments in moving the Interstate Bridge Replacement project forward, but there are concerns that tolling discussions are progressing without the Washington and Oregon Transportation Commissions' coordination and action.
- It is good to see climate considerations are now part of the Growth Management Act. An integration of all planning efforts, including special districts, will be critical for success, and it's important to recognize that many communities will be resource-challenged when it comes to this sort of planning.
- King County's success with Metro Flex concept is exciting as transit agencies continue to experiment with on-demand micro-transit.
- It's good to see more states adopting and researching a Road Usage Charge. Moving RUC forward nationally and at the state level is a priority to keep roads maintained.
- The South Park presentation brought the concept of "adaptive reuse" of a transportation facility forward. This concept is good for the community and economy. This project shows a real example of how to reduce vehicle miles traveled connecting land use and transportation.
- The naming recognition for former Lewis County Commissioner Gary Stamper was special.

Presentation: There was no associated presentation.

For more detail on agenda item 17, please refer to the [TVW Meeting Recording](#), starting at 02:51:44, on the progress bar found at the bottom of the screen.

Action: None

Follow-Up: Commissioners will address the proposal to place moratorium on route jurisdiction transfers and the 2024 meeting schedule in October.

Chair Young adjourned the meeting at 12:45 p.m.

The next meeting will be a hybrid in-person/virtual meeting in Vancouver on September 14, 2023.