



Washington State Transportation Commission

Virtual Meeting Summary

January 17 & 18, 2024

January 17, 2024

Chair Debbie 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:

Local Transportation Partners: A Look Ahead at 2024 Legislative Priorities

Presenters:

- Axel Swanson, Managing Director, Washington Association of County Engineers
- Brandy DeLange, Government Relations Advocate, Association of Washington Cities
- Chris Herman, Senior Director, Washington Public Ports Association
- Justin Leighton, Executive Director, Washington State Transit Association

Axel Swanson pointed out the diverse needs of Washington state's 39 counties, which have ownership of 59 percent of the state's roadways, 45 percent of its bridges and four ferry systems. More than half of transportation revenues for counties come from property taxes. Revenue from federal funding is a small percentage of total funding, and counties – many with limited resources – face challenges competing for federal funds. Efforts are underway to complete a county-owned fish passage barrier inventory and offer guidance to county public works departments on conducting environmental justice assessments and forming community engagement plans. Priorities include local maintenance and preservation, increasing the state share of revenue to fully fund the County Road Administration Board and the Transportation Improvement Board, and funding for local fish barrier removal. The Washington Association of County Engineers supports additional funding for safety and the extension of the Federal Fund Exchange Pilot Program.

Brandy DeLange gave a recap on the 2023 legislative session for cities and what's ahead for the 2024 session. Like counties, cities face funding challenges for maintaining and improving transportation assets, and they rely on local revenue to fund their transportation systems. Priorities for the Association of Washington Cities include funding to meet maintenance and preservation needs of cities, establishing a direct distribution from the Climate Commitment Act to support local decarbonization projects, fish culvert repairs and

replacement, and identifying reliable revenue sources for city transportation funding needs (to include a road usage charge, a retail delivery fee or a tire tax).

Chris Herman discussed the reliance of the state's 75 public ports on a well-functioning state transportation system. The Washington Public Ports Association supports initiatives like the replacement of fish barriers for habitat improvement, and those such as the Puget Sound Gateway project to support international trade and competitiveness. The association urges the state to move ahead on planned projects, as delaying may increase future costs of completion. Finding new transportation revenue sources is important as the state moves ahead on transportation electrification. Priorities for this session include preserving or funding grant programs, supporting the electrification of ferry vessels, improving supply chain efficiency, supporting efforts that secure the power grid, and supporting broadband deployment. Ports are preparing for new requirements to implement apprenticeship mandates.

Justin Leighton gave a ridership update of the state's transit agencies, sharing service levels as a percentage of pre-pandemic levels. For many agencies with lower ridership than before the pandemic, staffing levels are a barrier to restoring ridership. Through September 2023, state transit agencies are at 67.9 percent of pre-pandemic weekday ridership. There is tremendous growth in youth ridership, especially for rural transit agencies, with state incentives for agencies that offer zero fares for youth riders. Move Ahead Washington doubled the funding available for transit services, and priorities for 2024 include maintaining and increasing public transit investments, addressing workforce challenges, incentivizing zero-emission fleets, and supporting behavioral health services.

Presentations: [Washington Association of County Engineers](#)
[Association of Washington Cities](#)
[Washington State Transit Association](#)

For more detail on agenda item 2, please refer to the [TVW Meeting Recording](#), starting at 00:03:13, on the progress bar found at the bottom of the screen.

Action: None

Follow-Up: None at this time.

Agenda Item 3: Governor's Transportation Budget

Presenter:

- Erik Hansen, Senior Budget Assistant, Office of Financial Management

Erik Hansen gave an overview of the priorities in the governor's Proposed 2024 Supplemental Transportation Budget, which he said centered on safety, ferries and climate. Preliminary data show as many as 810 traffic fatalities for the state in 2023, and the governor's budget includes a pilot project for speed cameras to determine how they will influence speeding (they would be non-ticketing during a pilot phase). The budget includes \$35.2 million for increasing the Washington State Patrol workforce and state fire

marshal staffing. Further funding supports boosting the workforce of Washington State Ferries, and an additional \$11.2 million to convert a third Jumbo Mark II vessel to hybrid electric. The budget also includes spending for passenger-only ferry research. Other items in the governor's Proposed 2024 Supplemental Transportation Budget are funds for homeless encampment resolution, additional funds for fish passage barrier removal, and money to ensure completion of capital projects underway.

Presentation: [Governor's Transportation Budget](#)

For more detail on agenda item 3, please refer to the [TVW Meeting Recording](#), starting at 00:57:12, on the progress bar found at the bottom of the screen.

Action: None.

Follow-Up: None at this time.

**Agenda Item 4:
Tacoma Narrows Bridge Loan Update**

Presenter:

- Aaron Halbert, Financial Analyst, Washington State Transportation Commission
Aaron Halbert presented findings from the 2024 Tacoma Narrows Bridge (TNB) Loan Update, which was submitted as part of the Commission's 2024 Annual Tolling Report to the House and Senate Transportation Committees in early-January. \$6.6 million in loans were provided by the Legislature to the TNB Account for the current 2023-25 biennium. In addition to these loans, lower-than-anticipated costs and greater-than-anticipated revenues and fees in FY 2023 have contributed to a projected ending fund balance of \$16.3 million for the TNB Account at the end of the 2023-25 biennium, which is \$2.8 million greater than estimated in last year's report.

The total loan amount needed over the life of the loan program through FY 2030 is now estimated to be \$94.3 million, which is \$7.4 million greater than last year's estimate, and now exceeds the loan cap set by the Legislature of \$85 million by \$9.3 million. With the increased loan need, repayment of loans is now anticipated to end in FY 2033 rather than in 2032 as had been estimated in last year's report.

Presentation: [Tacoma Narrows Bridge Loan Update](#)

For more detail on agenda item 4, please refer to the [TVW Meeting Recording](#), starting at 01:11:34, on the progress bar found at the bottom of the screen.

Action: None.

Follow-Up: None at this time.

**Agenda Item 5:
Toll Facility Financial Update – SR 520 Sufficiency Analysis**

Presenters:

- Jason Richter, Deputy Treasurer, Washington State Office of the State Treasurer

- Mike Fay, Administrative Risk Manager, Washington State Department of Transportation
- Ed Barry, Director, Tolling Division, Washington State Department of Transportation

Jason Richter shared an update on changes to the financial status of the tolled State Route (SR) 520 Bridge. November 2023 traffic and revenue projections from WSDOT show lower net toll revenues because of lower projected traffic and increases in operating and maintenance expenditures – primarily due to increases in insurance costs. Without additional resources, the SR 520 Bridge will have insufficient revenue for meeting financial requirements starting in FY 2025.

Mike Fay explained that the Master Bond Resolution requires insurance coverage for the bridge, primarily to cover the loss of tolling revenue in the case of a qualifying event. The policy renews annually, and higher-than-average increases are forecast for the next six years because of the condition of the Portage Bay Bridge. WSDOT is taking actions to address insurance costs, including consultation with the insurance broker, exploration of self-insurance and continued coordination with the Office of the State Treasurer and the Legislature.

Ed Barry said WSDOT is coordinating with Commission staff and the Tolling Subcommittee on steps to address the insufficiency as talks continue with the insurance broker and the Legislature.

Presentations: [SR 520 Tolling Update](#)
[SR 520 Insurance](#)

For more detail on agenda item 5, please refer to the [TVW Meeting Recording](#), starting at 01:26:50, on the progress bar found at the bottom of the screen.

Action: None.

Follow-Up: None at this time.

Agenda Item 6: I-405/SR 167 Financial Plan Update

Presenters:

- **Lisa Hodgson**, I-405/SR 167 Program Administrator, Washington State Department of Transportation
- **Jason Richter**, Deputy Treasurer, Washington State Office of the State Treasurer

Lisa Hodgson gave an overview of a financial plan report presented to the governor and the Legislature addressing projects on I-405 and SR 167 with costs exceeding legislatively appropriated budgets. The report offers alternatives for addressing the funding gap of projects, including delaying projects and increasing toll revenue. Remaining projects include SR 167/SR 410 to SR 18, which adds about five miles to the express toll lane (ETL) system; North 8th Street Direct access, which adds improvements and ETL access; and Bellevue interchange improvements (Coal Creek Parkway roundabouts and a NE 6th St extension), which improve safety, ETL access, and transit connectivity. The report offers

three alternatives: the first identifying the funding gap if nothing changes, the second showing the impact on funding with a maximum toll increase (\$15 maximum), and the third demonstrating full funding of the gap with increased toll rates (\$15 maximum) and the adjustment of project timelines.

Jason Richter offered the financing overview of the three alternatives and shared the funding gap projected to result in each alternative. Alternative 1 (no increased tolls) leaves a funding gap of \$277.2 million and funds 79 percent of the need; Alternative 2 (increased tolls) leaves a funding gap of \$211 million and funds 84 percent of the need; and Alternative 3 (increased tolls and expanding the timeline) projects no funding gap, funding 100 percent of the need. He expounded on Alternative 3 and discussed how spacing out construction projects allows toll revenue to keep up with project costs and debt service, with flexibility if costs increase or if revenues don't meet projections.

Presentations: [I-405/SR 167 Financial Plan Update](#)

[Office of the State Treasurer I-405/SR 167 Financial Plan Update](#)

For more detail on agenda item 6, please refer to the [TVW Meeting Recording](#), starting at 01:42:35, on the progress bar found at the bottom of the screen.

Action: None

Follow-Up: None at this time.

Agenda Item 7:

Via – Providing Microtransit Solutions

Presenters:

- Jeremy Tillunger, Policy and Government Affairs Principal, Via
- Alexandra Mather, Government Relations Administrator, Pierce Transit

Jeremy Tillunger shared the services of Via, a technology company that supports all aspects of transit – microtransit, paratransit, fixed-route service as well as school buses. In Washington state, Via's services support microtransit at various agencies, including King County Metro, Ben Franklin Transit and Pierce Transit. In King County, Via supports "first-and-last mile" service to light rail stations and community hubs. At Ben Franklin Transit, Via supports extended coverage beyond its fixed-route network. Federal and state funding across the United States is increasing grant programs for innovative mobility and microtransit, and Washington's Climate Commitment Act offers similar opportunities. A state grant proposal for a grant program that supports mobility for vulnerable populations and overburdened communities is supported by cities and transit agencies around the state.

Alexandra Mather gave an overview of Pierce Transit's Runner service, which offers affordable, ADA-compliant on-demand rides connecting with major hubs and transit centers. The service has zones in Spanaway, Puyallup, JBLM, Point Ruston, Tideflats, and will be launching in Gig Harbor. The service uses minivans and minibuses, runs seven days a week and has the same fares and payment methods as fixed-route bus service. The service is cost-effective in serving less-dense areas with lower bus demand, with the Runner cost per service hour at \$65 versus the \$189 cost per hour of bus service. Via supports the Pierce

Transit Runner app. Grant funding for the Runner service is vital, as Pierce Transit has one of the lowest sales tax collection rates for transit in the region.

Presentations: [Via Microtransit](#)
[Pierce Transit-Via Partner Update](#)

For more detail on agenda item 7, please refer to the [TVW Meeting Recording](#), starting at 02:14:44, on the progress bar found at the bottom of the screen.

Action: None.

Follow-Up: None at this time.

Agenda Item 8: WSDOT Secretary's Report

Presenter:

- Mike Gribner, Deputy Secretary, Washington State Department of Transportation

Mike Gribner introduced himself and shared his new role as WSDOT's Deputy Secretary after four decades serving WSDOT. The agency continues the process of filling out senior leadership positions after recent departures.

Presentation: There was no associated presentation.

For more detail on agenda item 8, please refer to the [TVW Meeting Recording](#), starting at 02:51:56, on the progress bar found at the bottom of the screen.

Action: None.

Follow-Up: None at this time.

Agenda Item 9: Washington Transportation Plan (WTP) & West Coast Transportation Network Scoping Study – Update

Presenter:

- Jonathan Overman, Senior Associate, Cambridge Systematics

Jonathan Overman presented an update of ongoing work on the Commission's Washington Transportation Plan update and West Coast Transportation Network Scoping Study. Work is underway to review Regional Transportation Plans ahead of meetings with Regional Transportation Planning Organizations (RTPOs) and Metropolitan Planning Organizations (MPOs) as well as a policy review to understand recent legislation, the prior plan update and other planning documents. Nine emerging themes were shared (climate and resiliency, equity and environmental justice, maintenance and preservation, funding, technological changes, freight movement, safety and operational efficiency, land use and housing, and post-pandemic travel patterns). The first round of outreach on the plan will begin in the spring, and an overview of all the stakeholders involved was presented.

Presentation: [Washington Transportation Plan Study](#)

For more detail on agenda item 9, please refer to the [TVW Meeting Recording](#), starting at 02:57:48, on the progress bar found at the bottom of the screen.

Action: None.

Follow-Up: None at this time.

**Agenda Item 10:
Statewide Route Jurisdiction Study**

Presenter:

- Rob Fellows, Project Manager, WSP USA

Rob Fellows gave an update on the Commission’s Route Jurisdiction Study, assigned by the Legislature to determine whether changes are needed to criteria that determine whether roads are classified as city roads, county roads or state roads. Work is underway to arrange interviews with key partners and to research the history and current practice of route assignments. A public engagement plan focuses on state agencies and associations related to transportation, and additional outreach to BIPOC and underserved communities will occur once recommendations are proposed. Issues needing further exploration include relationships between statutes, implications of state policies like the HEAL Act, responsibility for fish passages, the precedent of bridge retention, and the role of funding feasibility. A hierarchy of the existing road classification system was presented, supporting a spectrum of indicators that support state jurisdiction at one end and local jurisdiction at the other. An example of an assessment of routes based on those indicators was shown.

Presentation: There was no associated presentation.

For more detail on agenda item 10, please refer to the [TVW Meeting Recording](#), starting at 03:12:30, on the progress bar found at the bottom of the screen.

Action: None.

Follow-Up: None at this time.

**Agenda Item 11:
Commission Business**

- December Meeting Summary
- Tolling Proviso Streamlining Update – January

Presenter:

- Aaron Halbert, Financial Analyst, Washington State Transportation Commission

Commissioners approved the meeting summary from the December virtual meeting for posting and distribution.

Aaron Halbert provided an update on the Commission’s assessment for streamlining the rule-making process for setting toll rates. Currently, the process follows the regulations set out in the Administrative Procedures Act and can take anywhere from four to six months

to complete. The process can add costs and time to implementing a rate change, potentially widening a funding gap that the rate-setting intends to address. The Legislature directed the commission to complete the assessment by July 2024. The assessment will look at current RCWs and WACs to understand how to streamline the process and gather information on other rate-setting processes undertaken by other agencies and toll-setting authorities in other states and include interviews with subject matter experts and stakeholders.

Presentation: There was no associated presentation.

For more detail on agenda item 11, please refer to the [TVW Meeting Recording](#), starting at 03:49:24, on the progress bar found at the bottom of the screen.

Action: None.

Follow-Up: None at this time.

Agenda Item 12: Columbia River I-5 Bridge Replacement Program Update

Presenters:

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

Frank Green gave an update on the Interstate Bridge Replacement program, noting the recent awarding of a \$600 million federal Mega Grant. An application has been submitted for a Bridge Investment Program grant, and another is in the works that would help fund transit investments. The program has been working with the two state legislatures to secure a finance plan, with current cost of the project estimated at \$6 billion. The program hopes to publish the Draft Supplemental Environmental Impact Statement in Spring 2024. A 60-day public comment period will follow. The timeline for Commission engagement includes the launch of the Bi-State Toll Subcommittee and the beginning of rate-setting by the Washington and Oregon transportation commissions this year, with toll rates and policies adopted by both commissions in 2025 and pre-completion tolling beginning in 2026. Construction is estimated to begin in late 2025-early 2026. Brent Baker gave an update on the process to update tolling scenarios in the latest (Level 2) traffic and revenue study.

Presentation: [Interstate Bridge Replacement Program](#)

For more detail on agenda item 13, please refer to the [TVW Meeting Recording](#), starting at 03:59:38, on the progress bar found at the bottom of the screen.

Action: None.

Follow-Up: None at this time.

Agenda Item 13: I-5 Bridge Bi-State Tolling Agreement – ACTION

Presenter:

- Carl See, Deputy Director, Washington State Transportation Commission

Carl See gave an overview of the Interstate Tolling Agreement for the I-5 Bridge, which is an agreement between the Washington and Oregon transportation commissions, authorized by each state's legislature, that allows for joint setting and adjustment and review of toll rates for the bridge. The agreement establishes a Bi-State Tolling Subcommittee that consists of two members of each commission that will recommend toll rates and policies for their respective commissions for approval. For toll rates and policies to become effective, they must be adopted by a majority vote of each commission. Vice Chair Jim Restucci and Commissioner Roy Jennings will serve on the Bi-State Tolling Subcommittee. The first meeting of the subcommittee is scheduled for Feb. 23, 2024.

Presentation: [1-5 Bridge Bi-State Tolling Agreement](#)

For more detail on agenda item 13, please refer to the [TVW Meeting Recording](#), starting at 04:30:54, on the progress bar found at the bottom of the screen.

Action: Vice Chair Restucci moved to approve the Interstate Tolling Agreement for the Interstate 5 Bridge; the motion was seconded by Commissioner Shiv Batra. The motion passed 4-0 with Commissioners Kelly Fukai, Nicole Grant and Roy Jennings excused.

Follow-Up: None at this time.

Agenda Item 14:

Stakeholder Perspectives on Vehicle Miles Traveled (VMT) Targets

Presenters:

- Charles Prestrud, Director, Coles Center for Transportation, Washington Policy Center
- Brandy DeLange, Government Relations Advocate, Association of Washington Cities
- Marc Daily, Executive Director, Thurston Regional Planning Council

Charles Prestrud discussed the difficulties of measuring and forecasting Vehicle Miles Traveled (VMT). History shows a correlation between VMT and economic growth, and Mr. Prestrud said that efforts to suppress VMT could also suppress economic growth. Trends over the last few years show the biggest potential for shifting modes comes through teleworking, with fewer people driving because of the pandemic. The production of cleaner vehicles may be more effective at reducing greenhouse gas emissions, especially with transit ridership down post-pandemic. Focusing state resources on improving highway system efficiency would produce benefits without the uncertainties and disadvantages of reducing VMT, he said.

Brandy DeLange talked about the benefits of using VMT targets as a tool to help reduce emissions, particularly for disproportionately impacted communities. VMT targets can also increase traffic safety and may help reduce impacts on local infrastructure. Challenges include determining who is in charge of VMT targets when it comes to cross-jurisdictional boundaries, tracking, and the burdens that increase on public infrastructure and city staffing when land-use patterns are changed to reduce VMT.

Marc Daily talked about the benefits of VMT targets in carbon reduction, controlling the costs of infrastructure, making roads safer and more functional, preserving habitat and sensitive areas through more dense urban development, and improved equity through fostering the effectiveness of modes like transit, walking and biking. Thurston County has

been trending downward in VMT since the early 1990s. He talked about specific challenges when it comes to mandates to develop regional and local VMT targets, including choosing how the state target would be allocated regionally and locally, developing a unified approach for tracking miles driven data, certification of VMT policies in comprehensive plans, and developing a methodology for performing an equity analysis. RTPOs are also not adequately funded, and not all have the expertise needed to provide the technical assistance to member jurisdictions on land-use decisions that is mandated. Additional funding would be needed.

Presentations: [VMT Reduction Targets](#)
[Vehicle Miles Traveled Targets](#)
[Vehicle Miles Traveled Targets](#)

For more detail on agenda item 14, please refer to the [TVW Meeting Recording](#), starting at 04:46:17, on the progress bar found at the bottom of the screen.

Action: None.

Follow-Up: None at this time.

Chair Debbie Young reminded the Commission that the meeting will continue Thursday, January 18, 2024, and recessed the meeting.

DAY 2: January 18, 2024

Chair Debbie 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 16: Commission Business

- Session Update

Presenter:

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

Paula Reeves walked through bills of interest to the Commission. They include bills on speed safety camera systems; fuel tax collections; roadside DUI testing and lowering the legal limit for DUI; electrical vehicle fires, impoundment and storage; tire material regulation; and pedestrians crossing roadways. A Senate Joint Memorial bill requests the Commission rename a portion of SR 6 in honor of Washington State Patrol Trooper Justin R. Schaffer, and a House bill requests the Legislature to adopt the Commission's approval of the transfer of SR 501 from WSDOT to the City of Ridgefield.

Presentation: There was no associated presentation.

For more detail on agenda item 16, please refer to the [TVW Meeting Recording](#), starting at 00:02:51, on the progress bar found at the bottom of the screen.

Action: None.

Follow-Up: None at this time.

Agenda Item 17: WSDOT Project Prioritization

Presenter:

- Karena Houser, Director of Multimodal Planning and Data, Washington State Department of Transportation

Karena Houser gave an overview of WSDOT's performance-based evaluation model, developed to identify the investments that best support Washington state's statutory Transportation System Policy Goals. The model helps WSDOT to determine which projects to prioritize for new revenue, such as grants, federal funding, and legislative budget packages. The model is tied to the Commission's work on the Washington Transportation Plan update through the stewardship goal, acknowledging that there is never enough money to do all that's desired in the state transportation system. The model recognizes that policy makers must make tough choices and be strategic to get the most benefit from transportation investments, and it is intended to help align investments with desired performance outcomes. The investments that best support the state's Transportation System Policy Goals are identified through three different project evaluation layers and an iterative tiering process. Evaluation model refinement continues, and public engagement on the model will begin in spring 2024.

Presentation: [WSDOT Project Prioritization](#)

For more detail on agenda item 17, please refer to the [TVW Meeting Recording](#), starting at 00:11:31, on the progress bar found at the bottom of the screen.

Action: None.

Follow-Up: None at this time.

Agenda Item 18:

UW STAR Lab – Innovations in Smart Infrastructure and AI

Presenter:

- Yin Hai Wang, Director of Pac Trans and STAR Lab, University Washington

Yin Hai Wang gave an overview of the STAR (Smart Transportation Applications & Research) Lab and recent research projects. Research includes leveraging data for various uses, machine learning and artificial intelligence, connected vehicles, edge computing and smart transportation systems. Dr. Wang pointed to a study that suggested that transportation will be one of the first domains in which the public will be asked to trust the reliability and safety of an AI system for a critical task, and he gave an overview of how different AI applications are being used in the transportation realm. Natural Language Processing, or NLP, which gives computers the ability to understand text and spoken word, is being used for truck parking prediction. The lab worked with WSDOT to upload data on a truck parking lot in a lot in Olympia to help drivers planning their rest breaks know whether a parking spot would be available when they needed it. Reinforcement Learning comes into play when “training” Autonomous Vehicles to drive at a human’s expectation. The lab is working on understanding the potential of Explainable Artificial Intelligence, or XAI, to provide traffic crash risk assessments. Edge computing allows computational processing of sensor data away from centralized nodes and close to the logical edge of the network where the data is generated and can be used in areas like road surface conditions monitoring. A pilot project with the lab and the Yakama Nation used a traffic sensing device that can monitor traffic, detect dangerous events and provide real-time warning messages.

Presentation: [University of Washington STAR Lab](#)

For more detail on agenda item 18, please refer to the [TVW Meeting Recording](#), starting at 00:43:34, on the progress bar found at the bottom of the screen.

Action: None

Follow-Up: None at this time.

Agenda Item 19: Commission Business

Commissioners shared the following reflections and recommendations from the meeting:

- We need to continue to keep on top of the development of microtransit and its applicability in new areas in the future. The potential of Edge AI and how it can be used in transportation is exciting.
- Seeing the potential of AI in advancing Autonomous Vehicles and other transportation applications is inspirational, and being able to harness this technology to help with future challenges, including climate change, brings hope. There is concern over the assertions that worker rights legislation is causing transportation projects to go over budget, and hearing workers' voices during presentations is important.
- The potential that AI brings to the transportation realm is exciting.
- The escalating costs related to fish culvert remediation is an urgent issue. It's great to see AI leveraged to help truckers find available truck parking, and the Commission should stay engaged on research the UW STAR Lab is engaged in. Hearing from legislative partners at the city and council level is important, and their message of preserving the Public Works Trust Fund should be heeded.
- Hearing the legislative priorities of colleagues that represent local governments and board on transportation issues was important. Microtransit is growing in importance for riders to be able to connect to transit hubs for many areas around the state.

Presentation: There was no associated presentation.

For more detail on agenda item 19, please refer to the [TVW Meeting Recording](#), starting at 01:29:18, on the progress bar found at the bottom of the screen.

Action: None

Follow-Up: None at this time.

Agenda Item 20: Public Comment

There were no speakers signed up for public comment.

Presentation: There was no associated presentation.

For more detail on agenda item 20, please refer to the [TVW Meeting Recording](#), starting at 01:36:58, on the progress bar found at the bottom of the screen.

Action: None

Follow-Up: None at this time.

Chair Young adjourned the meeting at 11:30 a.m.

The next meeting will be held virtually on January 29, 2024.