



Washington State Transportation Commission

Olympia Meeting Summary

May 16 & 17, 2023

May 16, 2023

Chair Roy Jennings 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: Evolution of the Work Week Commute

Presenter:

- Kirk Hovenkotter, Executive Director, Commute Seattle
- Lamis Ashour, PhD Candidate, University of Washington
- Bart Treece, PTP Director, Mobility Innovation Center, University of Washington

This panel shared findings from a recent study conducted by the Mobility Innovation Center at the University of Washington. The study was based on the results of the 2022 Washington State Commute Trip Reduction Survey and Center City Mode Split Survey conducted by employers in the city of Seattle. Of the 64,000 responses received, 46 percent reported teleworking to their jobs, while 22 percent reported using transit and 21 percent reported driving alone. However, 70 percent of non-commute trips were made by car, helping to explain why traffic has increased. The surveys also showed disparities between those who have access and the ability to telework and those who physically commute to worksites in the central Puget Sound area. Survey respondents are choosing transportation options that are fast, flexible, and affordable. Next steps include further study on the implications for social equity policy measures, better understanding the implications of the trends for public transportation, and pursuing opportunities to provide more transportation options for non-commute trips.

Presentation: [2022 Seattle Commute Survey](#)

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

Action: None

Follow-Up: None at this time.

Agenda Item 3: 2023-2025 Transportation Budget Overview

Presenter:

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

Erik Hansen provided an overview of the \$13.6 billion transportation budget for the 2023-25 biennium as passed by the 2023 Legislature. The total capital program for the 2023-25 biennium is \$7.58 billion, and there are concerns about the deliverability of this large program. A total of 75 percent of the biennium's transportation budget is dedicated to WSDOT. Another 13 percent is dedicated to debt service. The state's Climate Commitment Act is generating \$723.2 million in revenue, and an additional \$200 million in auction-generated revenue is being dedicated to non-highway purposes. Significant investment in the Washington State Patrol and Washington State Ferries' workforce development programs were included in the budget.

Presentation: [2023/2025 Transportation Budget Overview](#)

For more detail on agenda item 3, please refer to the [TVW Meeting Recording](#), starting at 00:58:38, on the progress bar found at the bottom of the screen.

Action: None.

Follow-Up: None at this time.

Agenda Item 4: Update: State Transportation Revenue Forecast

Presenter:

- Carl See, Deputy Director, Washington State Transportation Commission
- Todd Lamphere, Director Finance and Administration, Washington State Ferries

Carl See provided an overview of the latest quarterly transportation revenue forecast, which was released in March and is the basis for the 2023-25 Transportation Budget. Downward revisions in this quarterly forecast are largely driven by lower motor vehicle fuel tax revenues, with revenue from vehicle licenses, permits and fees also trending lower in the current and next biennium. A summary of all the transportation revenue sources in the March forecast was provided along with a review of how each is forecast to be impacted. Looking ahead to the 2023-25 biennium and the 10-year period, fuel tax revenues remain down.

Todd Lamphere discussed the key factors driving the March 2023 ferry ridership and revenue forecasts, including employment projections, telecommuting trends, service reductions, and winter storms. Farebox revenues for FY 2023 are down about \$4.03 million (2.2%) from the previous November forecast, and down about \$0.82 million (0.4%) for FY 2024. Forecasts anticipate recovery of passenger ridership to pre-pandemic

levels by 2031-32, while vehicle ridership is expected to recover by 2027-28. Factors leading to a recovery of ridership include a higher level of comfort riding the ferries post-pandemic, a return of commuters and WSF service restoration.

Presentation: [March 2023 – Revenue Forecast Overview](#)

[WSF March 2023 Forecasts](#)

For more detail on agenda item 4, please refer to the [TVW Meeting Recording](#), starting at 01:17:36, on the progress bar found at the bottom of the screen.

Action: None.

Follow-Up: None at this time.

Agenda Item 5:

Washington State Ferries Update – 2023-2025 Fare Setting & Service Restoration

Presenter:

- Todd Lamphere, Director of Finance and Administration, Washington State Ferries
- John Vezina, Director of Planning and Customer Relations, Washington State Ferries
- Aaron Halbert, Financial Analyst, Washington State Transportation Commission

Todd Lamphere gave an overview of WSF’s 2023-25 biennial ferry fare revenue requirements and the ferry-fare development process, which has included meetings with the Ferry Advisory Committee on Tariff (FAC-T) and plans for online public meetings. The transportation budget assumes 4 percent fare increases for FYs 2024 and 2025 to meet a revenue target of approximately \$419 million, and different fare alternatives were discussed to meet that target. This included a differential option, which would apply the fare increase differently between passengers and vehicles, and a non-differential option, which would apply the fare increase equally between passengers and vehicles. Also discussed was a greater discount to the multi-ride ticket option in alignment with feedback received from the FAC-T.

John Vezina provided an update on service restoration planning efforts, acknowledging that even when WSF reaches 95 percent service reliability on a route, the 5 percent of missed runs are still impactful, especially to riders on the San Juan-Anacortes and inter-island routes. Systemwide, four routes still operate at reduced service levels, and while hiring and training efforts are ongoing, retirements and attrition continue. Service restorations rely on hiring and training more staff, including licensed deck officers and engineering personnel, some of the most challenging positions to fill. The Legislature has funded new programs to provide paid training and has passed a bill to speed the production of new ferries. It has also mandated a study on how to return service to the Anacortes-Sidney route more quickly, but there are challenges to starting an interim, temporary service.

Aaron Halbert presented additional fare adjustment options that are being considered by the WSTC. The WSTC's Online Public Input Forum, open from May 15 through June 9, is seeking public input on the vehicle/passenger fare differential, as well as possible changes to the peak season surcharge. Also explained was legislative direction passed in the 2023-25 Transportation Budget regarding the Commission's role in approving a ferry fuel surcharge.

Presentation: [WSF 2023/2024 Ferry Fare Development Process](#)

[2023 Ferry Fare Considerations](#)

For more detail on agenda item 5, please refer to the [TVW Meeting Recording](#), starting at 01:43:59, on the progress bar found at the bottom of the screen.

Action: None.

Follow-Up: In June, WSF will present its fare proposal to the WSTC. WSTC staff will present results from the Online Public Input Forum as well as proposed amendatory language to the ferry fuel surcharge rule.

Agenda Item 6: Financial Update on Washington's Tolled Facilities

Presenter:

- Ed Barry, Director of Tolling, Washington State Department of Transportation
- Jason Richter, Deputy Treasurer, Office of the State Treasurer
- Carl See, Deputy Director, Washington State Transportation Commission

Ed Barry gave an overview of FY 2023 toll traffic and revenue in comparison to the March 2023 forecast on each of the WSDOT's tolled facilities. Overall, traffic and revenue were below forecast at most facilities, with construction cited specifically as an impact on the SR 520 Bridge and copper wire theft cited as a problem affecting toll transactions and revenues on the SR 167 HOT lanes. The SR 99 tunnel performed above the forecasted levels for transactions and revenue.

Jason Richter shared that toll revenue projections on the SR 520 Bridge are projected to be sufficient to meet operating and maintenance expenses, and that there is no need for additional toll rate increases in the next fiscal year beyond the currently adopted increase for July 1. He pointed out that \$255 million of bond authorization remains unissued. Current analysis assumes issuance of this remaining bond capacity in FY 2029, without the need for a toll rate increase. Looking at the SR 99 tunnel, transfers by the Legislature from a damages settlement helps reduce obligations on the facility in the upcoming biennium, and coupled with a reduction in operations and maintenance costs means a toll rate increase is not anticipated to be needed before the next scheduled increase in July 2025.

Carl See provided an update on the SR 520 Bridge rate increase, which will go into effect on July 1 to ensure sufficiency requirements are met. The toll increase was approved in 2021 to manage the fallout from COVID-19 and to meet financial requirements. It

expands morning and afternoon peak periods and increases midday, evening and weekend toll rates by a minimum of 20 cents and in some time periods as much as \$1.10.

Presentation: [Toll Facilities T & R – Update](#)

[SR 520 / SR 99 Tolling Update](#)

[SR 520 – 2023 Toll Rate Increase Summary](#)

For more detail on agenda item 6, please refer to the [TVW Meeting Recording](#), starting at 02:46:54, on the progress bar found at the bottom of the screen.

Action: None

Follow-Up: None at this time.

Agenda Item 7:

I-405/SR 167 Express Toll Lanes Rate Setting Plan Update

Presenter:

- Carl See, Deputy Director, Washington State Transportation Commission
- Ed Barry, Director of Tolling, Washington State Department of Transportation
- Karl Westby, Senior Traffic Manager, I-405 Program, Washington State Department of Transportation

Carl See explained that the presentation was the latest step in setting toll policies for the I-405/SR 167 express toll lanes with the opening of the newest segment between Bellevue and Renton in summer 2025. Karl Westby presented an analysis of trips at different toll rates on parts of the I-405 corridor currently tolled and highlighted the limit the maximum toll rate (\$10) has in properly managing traffic in the facility during peak hours. On SR 167, the \$9 maximum toll rate has also limited the traffic management ability. Ed Barry discussed receiving guidance from the Commission’s Tolling Subcommittee to move forward with a \$15 maximum rate scenario to provide necessary traffic management and for maintaining a consistent toll rate for the entire length of the I-405/SR 167 corridor. In addition to current analysis, Commissioners also asked WSDOT to analyze a scenario that allows vehicles with three or more riders to use the corridor’s express toll lanes for free at all times, with no cap on the maximum toll rate for other vehicles.

Presentation: [I-405 / SR 167 Express Toll Rate Update](#)

For more detail on agenda item 7, please refer to the [TVW Meeting Recording](#), starting at 03:23:55, on the progress bar found at the bottom of the screen.

Action: None.

Follow-Up: None at this time.

Agenda Item 8: Hood River Bridge Traffic & Revenue Study

Presenter:

- Carl See, Deputy Director, Washington State Transportation Commission
- Timothy J. Boesch, AICP PMP, Principal Senior Project Manager, CDM Smith
- Lowell Clary, President, Clary Consulting
- Yonnel Gardes, Senior Transportation Planner, CDM Smith
- Michael Shannon, PE Project Manager, HNTB

Carl See shared the Hood River Bridge Traffic & Revenue Study undertaken at the request of the Legislature, underway since August 2022, and the work to narrow scenarios to two. These scenarios are intended to provide a minimum funding range of \$75 million in tolls to support construction of a new bridge (Scenario A) and a maximum funding range of \$125 million (Scenario B). The scenarios each applied a toll rate increase upon bridge opening and periodic escalation starting in FY 2036. Differences between the two scenarios included establishing a flat \$2 differential between transponder and video toll rates for Scenario A while Scenario B escalated both toll payment options. In addition, different toll rate scenarios were assumed for the current bridge between FY 2024-30 for each scenario, with each assuming an increase over existing toll rates.

Timothy Boesch reported that refinements were needed to the final two scenarios to meet funding targets, resulting in a 25-cent increase in the opening year to transponder toll rates. He discussed how the final two scenarios would affect tolls for Class 1 vehicles (cars and light trucks with nothing in tow) as well as Class 5 vehicles (five-axle trucks) and showed that annual toll transactions under the two scenarios were estimated to be in the 7 million range by 2061, up from roughly 4 million currently. Gross revenue, currently under \$10 million, is estimated to hit in the range of \$40-\$53 million under the two scenarios by 2061.

Mr. Boesch also presented the results of several sensitivity tests. A low-income discount program resulted in an increase in transactions and a 17 percent decrease in gross revenue; and a frequency discount program (20 crossings per month with transponder) resulted in a 2 percent decrease in transactions and a 12 percent decrease in gross revenue. Lowell Clary confirmed that the scenarios under consideration do meet the target needed for a federal TIFIA loan, with \$95 million in capacity under Scenario A and \$135 million capacity under Scenario B. Yonnel Gardes provided an overview of the final report's appearance. The final report is due to the Legislature on June 30.

Michael Shannon presented an update on permitting, design and construction of the new Hood River Bridge, with a target to begin construction in 2025 and open it to traffic in 2029. He also shared plans to begin a public process for a toll rate increase on the existing bridge in about fall 2023 in support of the bridge replacement project.

Presentation: [Hood River Bridge Traffic and Revenue Study](#)
[Hood River – White Salmon Interstate Bridge Replacement](#)

For more detail on agenda item 8, please refer to the [TVW Meeting Recording](#), starting at 04:08:15, on the progress bar found at the bottom of the screen.

Action: Commissioner Debbie Young made a motion to accept the content presented to the Commission as sufficient and to move ahead to preparing the final report; the motion was seconded by Commissioner Jim Restucci. The motion passed 6-0, with Commissioner Nicole Grant excused.

Commissioner Restucci made a motion to send the final report to the Tolling Subcommittee for final approval; the motion was seconded by Commissioner Jerry Litt. The motion passed 6-0, with Commissioner Grant excused.

Follow-Up: All commissioners will receive a preliminary copy of the final report before it goes into graphical form for review.

Agenda Item 9:

2023 FROG (Ferry Riders Opinion Group) Winter WSF Performance Survey Results

Presenter:

- Chelsea Benning, Director, Design and Analysis, Pacific Market Research

Chelsea Benning provided an overview of the results of the 2023 FROG Winter Performance Survey, completed by nearly 4,000 ferry riders who rode the system between January through March. Survey results show ridership among respondents is increasing but that post-pandemic trends and teleworking are still impacting mode and trip purpose. Overall satisfaction with the service provided by Washington State Ferries increased significantly among survey respondents in 2023 relative to the levels that were seen in 2022; however, satisfaction has still not recovered to 2021 or pre-pandemic levels. Riders of the San Juan Inter-Island (67%) route have a significantly higher level of dissatisfaction compared with most other routes, followed by riders of the Fauntleroy/Vashon (55%), Anacortes/San Juan Islands (50%), and Southworth/Vashon (49%) routes. On-time and dependable departures and arrivals are the key drivers of overall satisfaction. The survey findings also indicate there are still opportunities for improving customer satisfaction with communications via the web and phone services.

Presentation: [2023 WSF Winter Performance Survey](#)

For more detail on agenda item 9, please refer to the [TVW Meeting Recording](#), starting at 05:08:33, on the progress bar found at the bottom of the screen.

Action: None.

Follow-Up: None at this time.

Chair Jennings reminded the Commission that the meeting will continue Wednesday, May 17, 2023, and recessed the meeting.

DAY 2: May 17, 2023

Chair Jennings 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

- April Meeting Summary
- Legislative Session Recap
- Commission Officer Elections – ***ACTION***
- Friday Harbor meeting and logistics planning
- Washington Transportation Plan – Commission Subcommittee – ***ACTION***

Presenter:

- Paula Reeves, Senior Policy Analyst, Washington State Transportation Commission
- Commissioner Jerry Litt, Grant County
- Reema Griffith, Executive Director, Washington State Transportation Commission

Commissioners had no changes to the April meeting summary.

Paula Reeves gave an overview of the transportation-related bills that passed and were signed by the governor during the 2023 legislative session. Reema Griffith discussed the projects for the Commission in the state transportation budget.

Commissioner Litt gave an update on officer elections, presenting the slate of Commissioner Young as Chair and Commissioner Restucci as Vice Chair.

Ms. Griffith discussed traveling logistics for the commissioners ahead of the June Commission meeting in Friday Harbor.

Ms. Reeves gave an update on the studies the commission was assigned in the state transportation budget, including the Washington Transportation Plan update, a statewide Route Jurisdiction Study and the West Coast Transportation Network Scoping Study. Ms. Reeves reported that Commissioner Young, Commissioner Grant, and Commissioner Kelly Fukai expressed interest in serving on the subcommittee.

Presentation: There was no associated presentation.

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

Action: Commissioner Litt made a motion to accept nominations of Commissioner Young as Chair and Commissioner Restucci as Vice Chair; the motion was seconded by Commissioner Jennings. The slate was approved 6-0, with Commissioner Grant excused.

Commissioner Restucci made a motion to create a subcommittee to oversee work on commission studies made up of Commissioners Young, Grant and Fukai; the motion was seconded by Commissioner Fukai. The motion passed 6-0, with Commissioner Grant excused.

Follow-Up: The new officers will take over July 1.

Agenda Item 12: Secretary's Report

Presenter:

- Patty Rubstello, Assistant Secretary, Washington State Ferries

Patty Rubstello discussed the passage of the state transportation budget, highlighting Washington State Ferries' budget for procurement and workforce development as well as the concerns the governor has with overall transportation project delivery and the staffing challenges the agency is working to address. She mentioned the ongoing challenges with maintenance and operations facing the state and the opportunity with the current budget to address those challenges.

Presentation: There was no associated presentation.

For more detail on agenda item 12, 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 13: Preliminary Findings – Route Jurisdiction Transfer Request: City of Snoqualmie

Presenter:

- Paula Reeves, Senior Policy Analyst, Washington State Transportation Commission
- Ashley Probart, Executive Director, Transportation Improvement Board
- Greg Armstrong, Project Engineer, Transportation Improvement Board

Paula Reeves provided an overview of the Route Jurisdiction Transfer process, including the Commission's role, the timeline for review of preliminary findings and the collection of public input. Acting on preliminary findings allows the Commission to start taking public input during a 30-day public comment period, to begin June 1 and end June 30, 2023. The comments received will determine whether a public hearing is held.

Ashley Probart presented the independent engineering assessment and summarized TIB's preliminary findings for the RJT request from City of Snoqualmie to transfer 3.5 miles of Snoqualmie Parkway from city to state jurisdiction. The principal arterial has high traffic

volumes, carries freight traffic, and meets the criteria to be designated as part of the state highway system.

Presentation: [Route Jurisdiction Transfer Introduction](#)

[City of Snoqualmie RJT Request](#)

For more detail on agenda item 13, please refer to the [TVW Meeting Recording](#), starting at 00:11:35, on the progress bar found at the bottom of the screen.

Action: Commissioner Restucci made a motion to accept the preliminary findings of the Transportation Improvement Board regarding the transfer of Snoqualmie Parkway from the City of Snoqualmie to the Washington State Department of Transportation (WSDOT); the motion was seconded by Commissioner Litt. The motion passed 6-0, with Commissioner Grant excused.

Follow-Up: None at this time.

Agenda Item 14:

Preliminary Findings – Route Jurisdiction Transfer Request: City of Ridgefield

Presenter:

- Ashley Probart, Executive Director, Transportation Improvement Board
- Greg Armstrong, Project Engineer, Transportation Improvement Board

Ashley Probart presented the independent engineering assessment and summarized TIB's preliminary findings for the RJT request from City of Ridgefield to transfer 3 miles of State Route 501 (Pioneer Street) from state to city jurisdiction. The corridor is primarily used by residential users and retail users who shop at establishments along the corridor, and the city's plans call for interconnected bicycle and pedestrian facilities designed to match those of an urban arterial instead of a state highway.

Presentation: [City of Ridgefield RJT Request](#)

For more detail on agenda item 14, please refer to the [TVW Meeting Recording](#), starting at 00:22:29, on the progress bar found at the bottom of the screen.

Action: Commissioner Restucci made a motion to accept preliminary findings of the Transportation Improvement Board regarding the transfer of State Route 501 from the Washington State Department of Transportation (WSDOT) to the City of Ridgefield; the motion was seconded by Commissioner Young. The motion passed 6-0, with Commissioner Grant excused.

Follow-Up: None at this time.

Agenda Item 15: Commission Business

Reflections and Recommendations:

Commissioners shared highlights from the meeting:

- Commissioners thanked Commissioner Litt for his 12 years of service on the Commission. His term ends in June 2023.
- The commute information and evolution of work travel as well as the related information shared at this meeting is impactful. We can learn a lot from commuting patterns. There are a lot of empty buildings, and it will be interesting to see how telework trends and commute patterns evolve over time.
- We are really on the brink of a paradigm shift evidenced by new commute patterns and will have to be nimble and help communities re-think and re-imagine their transportation systems so they can achieve equity and efficiency and help reduce the carbon footprint. The collection and analysis of data will help.
- The FROG survey is an important public input mechanism for ferry riders, and their engagement in surveys is appreciated, as well as through other avenues. Technology has enabled many more riders to be present at virtual meetings versus the small number at in-person meetings.
- Understanding how a small percentage of missed ferry sailings translates into a substantial number of canceled trips on some routes was eye-opening.
- While the transportation budget presents a large capital investment, it continues the trend of underfunding maintenance and preservation as we have seen in the past.

Presentation: There was no associated presentation.

For more detail on agenda item 15, please refer to the [TVW Meeting Recording](#), starting at 00:29:57, on the progress bar found at the bottom of the screen.

Action: None

Follow-Up: None at this time.

Agenda Item 16: Colman Plaza Naming

Presenter:

- Patty Rubstello, Assistant Secretary, Washington State Ferries
- Phillip Narte, Tribal Liaison, Washington State Ferries

Patty Rubstello reviewed the proposal to name two new plazas at the newly constructed Colman Dock with names suggested by the two tribes that have federally recognized

adjudicated treaty rights in Elliott Bay: the Suquamish Tribe and the Muckleshoot Indian Tribe. She discussed next steps for the Colman Dock opening and facility dedication.

Phillip Narte explained that in 2022, the city of Seattle designated portions of Alaskan Way in proximity to Colman Dock with the honorary name of Dzidzilalich, which means “little crossing-over place” to honor the lands and shared waters of the Puget Sound Coast Salish People. The proposed name submitted by the Muckleshoot Indian Tribe for the South Plaza at Colman Dock is sluʔwił, and the name submitted by the Suquamish Tribe for the North Plaza is ʔulułali.

Presentation: [Colman Dock Plaza Naming](#)

For more detail on agenda item 16, please refer to the [TVW Meeting Recording](#), starting at 00:55:33, on the progress bar found at the bottom of the screen.

Action: Commissioner Young made a motion to name the South Plaza (near Yesler Way) sluʔwił, a reference to a canoe shortcut through the reeds that were near this location, from the Muckleshoot Indian Tribe; and the North Plaza (near Columbia Street) ʔulułali, or “Place of Traveling by Water,” from the Suquamish Tribe; the motion was seconded by Commissioner Restucci. The motion passed 6-0, with Commissioner Grant excused.

Follow-Up: Chairman Jennings noted that the actual resolution will be provided for action at the June meeting.

**Agenda Item 17:
Public Comment**

Luis Moscoco, Seattle – Representing All Aboard Washington, requested the Commission respond to growing interest in an East-West Intercity Passenger Rail System for Washington State by establishing a Passenger Rail Opinion Group (PROG) and include the topic of passenger rail on the agenda for the Tri-State Commission Meeting in Eugene this fall. Says a benefit-cost analysis for rail service is needed.

Mary Patterson, Seattle – Representing the Rail Can’t Wait Campaign, launched in 2022 to advocate a mode shift to rail in the interest of mobility, equity and public health in response to the climate crisis. Says passenger and freight rail are the solution to climate transportation challenges, to include the reduction in the use of energy. While she said EV cars and trucks will play an important role in the transportation system going forward, they will not reduce the use of energy overall, claiming that supplying electricity for all the cars and trucks in Washington state would require the equivalent of two Grand Coulee dams. Rail advocates are encouraging the Legislature to bring back the Amtrak Cascades long-range plan.

Dennis Blumer, Sunnyside – Advocating for the establishment of rail service in Central Washington, serving a population of 300,000 people.

Thomas White, Montlake Terrace – Representing the Climate Rail Alliance, says the state must rapidly dedicate resources to a rail office for research and development and to pursue

funding opportunities. A passenger rail and rail freight users' group should be formed to advise such an office.

Tom Thiersch, Port Townsend – As chair of the Port Townsend Ferry Advisory Committee and a member of the FAC-T, has participated in every meeting over the last decade. Commented that there have been fewer meetings than in the past and said detailed meeting materials were not made available ahead of the most recent meeting. He said that during the most recent meeting, a third ferry fare alternative was proposed for consideration, to not increase multi-ride fares at the same rate as other fares, but that alternative is not included in the current online survey. Also, a peak season surcharge survey option was not discussed during the FAC-T meeting.

Arvia Morris, Seattle – Representing Climate Rail Alliance, said the Commission should use its influence to improve passenger rail service and reignite interest in the Washington State Rail Plan. While freight rail companies own track in the state, she said the Amtrak route between Chicago and St. Louis is sharing a track with the freight system. Increased frequency and shortened trip times create a demand for rail travel and is a preferred mode of travel over airplanes and vehicles.

Presentation: There was no associated presentation.

For more detail on agenda item 17, please refer to the [TVW Meeting Recording](#), starting at 01:05:55, on the progress bar found at the bottom of the screen.

Action: None

Follow-Up: None at this time.

Chair Jennings adjourned the meeting at 11:17 a.m.

The next meeting will be held virtually on June 21-22, 2023, in Friday Harbor.