



# Washington State Transportation Commission

## Virtual Meeting Summary

March 18 & 19, 2025

---

### March 18, 2025

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:

#### Freight Mobility Strategic Investment Board Update

##### Presenter:

- Brandy DeLange, Director, Freight Mobility Strategic Investment Board

The Freight Mobility Strategic Investment Board (FMSIB) is a 17-member board charged with identifying a six-year investment program of the highest priority freight mobility projects in the state. A list of 34 projects totaling \$30 million was recommended for the 2025-2027 biennium to support economic growth and freight infrastructure while balancing the impacts on overburdened communities. Recent projects include a new Freight and Community Mapping tool, a Truck Parking Implementation Plan developed by FMSIB and WSDOT, a Marine Cargo Forecast and an inland intermodal feasibility study.

##### Presentation: [Freight Mobility Strategic Investment Board](#)

For more detail on agenda item 2, please refer to the [TVW Meeting Recording](#), starting at 00:02:22, on the progress bar found at the bottom of the screen.

**Action:** None

**Follow-Up:** None at this time.

### Agenda Item 3:

#### WSDOT Public Transportation Update

##### Presenters:

- Don Chartock, Deputy Director, Public Transportation Division, Washington State Department of Transportation
- Nina Stocker, Program Manager, Travel Washington Intercity Bus, Public Transportation Division, Washington State Department of Transportation

- Sylvia Crum, Capital Vehicle and Equipment Planner, Public Transportation Division, Washington State Department of Transportation
- Coby Zeifman, Deputy Project Manager, Public Transportation Division, Washington State Department of Transportation

The Public Transportation Division supports transit agencies throughout the state by maximizing funding through state and federal grants. Included in those distributions is \$406 million in Climate Commitment Act funding that has helped agencies expand their programs, increase ridership, and reduce emissions. The division recently completed the Travel Washington Intercity Bus 2024 Study Update. The study analyzed demand, accessibility, connectivity, and equity factors to formulate recommendations for service expansion between Ellensburg and Tri-Cities, Tri-Cities and Spokane, and an extension of service to Republic from Kettle Falls. Secondary expansion scenarios included new service from Spokane to Omak, Tri-Cities to Pullman, Tacoma to Ocean Shores, and Long Beach to Vancouver. An update to the Statewide Public Transportation Plan is underway and due in 2026.

**Presentation:** [WSDOT Public Transportation Update](#)

For more detail on agenda item 3, please refer to the [TVW Meeting Recording](#), starting at 00:45:53, on the progress bar found at the bottom of the screen.

**Action:** None.

**Follow-Up:** None at this time.

## **Agenda Item 4:**

### **US 2 Trestle Capacity Improvements & Westbound Trestle Replacement Update**

**Presenters:**

- April Delchamps, Planning Manager, Washington State Department of Transportation
- Joshua Shippy, Traffic Area Engineer, Northwest Region, Washington State Department of Transportation

A Planning and Environmental Linkages (PEL) study is underway to consider the environmental, community and economic effects of changes considered for the US 2 Trestle. The study, which has federal oversight, aims to develop long-term transportation solutions connecting to and across the US 2 Trestle to improve multimodal mobility, safety, resiliency, and equity. Community engagement thus far in the study has revealed concerns about bottlenecks and congestion on the trestle and its connections, the lack of viable alternatives to driving alone, and safety concerns. Work is underway to develop and screen concepts and alternatives that meet the transportation needs identified in the study.

**Presentation:** [US 2 Trestle PEL Study](#)

For more detail on agenda item 4, please refer to the [TVW Meeting Recording](#), starting at 01:46:44, on the progress bar found at the bottom of the screen.

**Action:** None.

**Follow-Up:** None at this time.

## **Agenda Item 5: Innovative Project Delivery Partnerships**

### **Presenters:**

- Steve Schilke, Bureau Chief, Programming Division, Illinois Department of Transportation
- Malihe Samadi, Deputy Commissioner, Division of Project Development, City of Chicago
- David Smith, Complete Streets Director, Chicago Department of Transportation

The City of Chicago and the Illinois Department of Transportation have set up a partnership through a memorandum of understanding to improve road safety for vulnerable users on state routes within the city. While state routes represent 10 percent of the roads in the city's boundaries, they see 40 percent of the city's traffic fatalities. The partnership has led to an established process for improving infrastructure, including a menu of traffic safety infrastructure that the two parties agree upon for implementation in the city. A working group discusses technical requirements and improvements to address safety.

**Presentation:** [Memorandum of Understanding Pedestrian Safety Elements](#)

For more detail on agenda item 5, please refer to the [TVW Meeting Recording](#), starting at 02:20:17, on the progress bar found at the bottom of the screen.

**Action:** None.

**Follow-Up:** None at this time.

## **Agenda Item 6: Washington State Ferry Fare and Tariff Process**

### **Presenters:**

- Aaron Halbert, Financial Analyst, Washington State Transportation Commission
- Todd Lamphere, Senior Director of Finance, Administration and Employee Services, Washington State Ferries
- Siri Olson, Senior Manager, Financial Planning & Fare Setting, Washington State Ferries

An overview of the ferry fare development process for the upcoming 2025-27 biennium was presented. The Legislature's 2025 Transportation Budget will assume a fare revenue target for the biennium. Washington State Ferries, with input from the Ferry Advisory Committees and ferry users, will develop a fare proposal for submittal to the Commission that meets this target. The Commission adopts ferry fares through a rulemaking process. The Commission is expected to adopt its fare proposal in June and hold a final hearing on the proposal in early August. Fares adopted are currently expected to go into effect in October 2025.

**Presentation:** [Washington State Ferry Fare and Tariff Process](#)

For more detail on agenda item 6, please refer to the [TVW Meeting Recording](#), starting at 03:05:35, on the progress bar found at the bottom of the screen.

**Action:** None

**Follow-Up:** None at this time.

## **Agenda Item 7: Tolled Facility Performance Report**

**Presenter:**

- Jen Khozikov, Policy, Finance and Forecast Manager, Toll Division, Washington State Department of Transportation

Toll facilities' traffic and revenue for October to December 2024 were presented. For all facilities, transactions were 2.7 percent above the November 2024 forecast, and revenue was 4.4 percent over the forecast. Four of the five facilities saw their revenue performance meet or exceed the forecast for the quarter. The one exception was the SR 99 Tunnel, which saw toll revenue at 6.3 percent (\$0.5 million) below the forecast.

**Presentation:** [Toll Facilities Traffic and Revenue Update](#)

For more detail on agenda item 7, please refer to the [TVW Meeting Recording](#), starting at 03:35:06, on the progress bar found at the bottom of the screen.

**Action:** None.

**Follow-Up:** None at this time.

## **Agenda Item 8: Request to Advance Planned SR 99 Tunnel Rate Adjustment**

**Presenter:**

- Carl See, Deputy Director, Washington State Transportation Commission

Tolls on the SR 99 Tunnel are set to increase by 3 percent every three years, subject to review and possible adjustment by the Commission, to manage ongoing cost inflation and support financial sufficiency of the facility. The first of such increases took place in July 2022, and the next is expected to take effect on July 1, 2025. The increase equates to a 5-cent increase during off-peak and morning peak hours, and a 10-cent increase during evening peak hours.

**Presentation:** [SR 99 Tunnel Toll Rate Increase](#)

For more detail on agenda item 8, please refer to the [TVW Meeting Recording](#), starting at 03:42:54, on the progress bar found at the bottom of the screen.

**Action:** Commissioner Roy Jennings moved to approve expedited rulemaking to advance new toll rates on the SR 99 Tunnel; Commissioner JC Baldwin seconded the motion. The motion passed 6-0, with Commissioner Nicole Grant excused.

**Follow-Up:** The Commission will vote on whether to approve the 3 percent increase at its May meeting.

## **Agenda Item 9:**

### **Puget Sound Gateway Program: Tolling Preparations for SR 509 & SR 167 Expressways**

#### **Presenters:**

- Carl See, Deputy Director, Washington State Transportation Commission
- John White, Administrator, Puget Sound Gateway Program, Washington State Department of Transportation
- Jason Richter, Deputy Treasurer – Debt Management, Washington State Office of the State Treasurer
- Karl Westby, Traffic Lead, Puget Sound Gateway Program, Washington State Department of Transportation
- Brent Baker, Senior Vice President and Managing Director, WSP USA
- Liz Horta, Traffic Consultant, Stantec

The Commission is considering four scenarios for toll rate-setting for the new SR 509 and SR 167 Expressways. The Office of the State Treasurer (OST) has determined that all toll scenarios could meet financial sufficiency requirements at \$180 million toll funding target in support of project construction costs. OST also identified an approach by which the toll scenarios could potentially meet an additional program funding gap of \$155 million. Level 3 Traffic and Revenue Study results were also reviewed, and the variation of net revenue based on the exclusion and inclusion of truck toll multipliers and a low-income discount on SR 509 was presented. In addition to considering a scenario with a low-income discount for those living in proximity to SR 509, the Commission is proposing consideration of a systemwide approach that would begin with new facilities, starting with the Puget Sound Gateway Expressways in December 2026. The Commission's plans for public engagement on toll-rate setting was shared. The final public hearing and adoption of toll rates and policies are planned for the June virtual Commission meeting.

**Presentations:** [Puget Sound Gateway Program Gateway Toll Rate Setting](#)  
[OST Gateway Tolling Update](#)

For more detail on agenda item 9, please refer to the [TVW Meeting Recording](#), starting at 03:53:58, on the progress bar found at the bottom of the screen.

**Action:** None.

**Follow-Up:** None at this time.

## **Agenda Item 10:**

### **Update on Preparations for I-405 / SR 167 Express Toll Lane Rate Setting**

#### **Presenters:**

- Carl See, Deputy Director, Washington State Transportation Commission
- Jennifer Charlebois, Deputy Director, Toll Division, Washington State Department of Transportation
- Jason Richter, Deputy Treasurer – Debt Management, Washington State Office of the State Treasurer
- Liz Horta, Transportation Consultant, Stantec
- Auden Kaehler, Vice President, WSP USA
- Karl Westby, Senior Traffic Manager, I-405 Program, Washington State Department of Transportation

The Commission is considering toll scenarios for the I-405 / SR 167 express toll lanes that are anticipated to go into effect with the completion of the I-405 Renton to Bellevue express toll lanes. A review by the Office of the State Treasurer of the three toll scenarios under consideration showed all meet the financial sufficiency requirements at the requested toll funding target of \$1.43 billion. Scenario D – which includes an \$18 maximum toll rate, weekend tolling, and extended peak periods – provides the highest revenue. Peak period traffic congestion data on I-405 and SR 167 was presented to support considerations around expanding peak periods (in which HOV 3-plus is required to travel in the express toll lanes for free), as well as weekend tolling. Modeling results for 2030 and 2045 operations were presented, with the \$18 maximum toll providing the best ability to manage busier hours and days in 2030 and 2045. SR 167 will continue to see challenges because of the single express toll lane. Net toll revenues for each scenario were also presented. In its rate-setting process, the Commission will vote on advancing the pay-by-mail rate for public comment for the SR 167 express toll lanes in April, concluding with a public hearing and rate adoption in June. The advancement of further toll rate and policy changes on I-405 / SR 167 are anticipated in 2025 in preparation for the opening of the I-405 Bellevue to Renton express toll lanes as soon as December 2025.

#### **Presentations:** [I-405/SR167 Express Toll Lane Rate Setting](#) [OST I-405/SR 167 Tolling Update](#)

For more detail on agenda item 9, please refer to the [TVW Meeting Recording](#), starting at 05:06:36, 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 Wednesday, March 19, 2025, and recessed the meeting.

## **DAY 2: March 19, 2025**

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 12: Public Comment**

**David Robison, San Juan Island** – As ferry fare rate-setting commences, whether a ferry-served community has an alternative, drive-around option should be considered as part of the calculation when determining ferry fares. Fare increases are particularly burdensome to those who live and visit island communities, particularly for those who use the ferries to access medical care and those who are low-income.

**Will Knedlik, Bellevue** – The Commission has a role in ensuring the state is adequately preserving and maintaining the state’s most valuable capital asset, its highway system and associated infrastructure. After 25 years of underfunding by the state’s Legislature, more needs to be said about the state of preservation and maintenance. Attention needs to be paid to the threat of “stray current” from light rail to components of the I-90 floating bridge between Seattle and Bellevue.

**Presentation:** There was no associated presentation.

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

**Action:** None

**Follow-Up:** None at this time.

### **Agenda Item 13: Commission Business**

- February Meeting Summary
- Legislative Update

**Presenter:**

- Paula Reeves, Senior Policy Analyst, Washington State Transportation Commission  
An update of bills of Commission interest moving through the Legislature was shared.

**Presentation:** There was no associated presentation.

For more detail on agenda item 12, please refer to the [TVW Meeting Recording](#), starting at 00:09:25, on the progress bar found at the bottom of the screen.

**Action:** None.

**Follow-Up:** None at this time.

## **Agenda Item 14:** **Washington Transportation Plan – Update**

### **Presenters:**

- Paula Reeves, Senior Policy Analyst, Washington State Transportation Commission
- Jonathan Overman, Senior Associate, Cambridge Systematics

Progress on work to complete an update to the Washington Transportation Plan was shared. Three transportation stakeholder focus groups were recently held to review the draft strategies of the plan, and feedback will help shape the final strategies that work to advance preservation and stewardship, long-term funding, safety and mobility, and economic vitality and health of the environment. A public survey is planned for the spring as development of a draft plan continues.

### **Presentation:** [Washington Transportation Plan](#)

For more detail on agenda item 14, please refer to the [TVW Meeting Recording](#), starting at 00:15:22, on the progress bar found at the bottom of the screen.

**Action:** None

**Follow-Up:** None at this time.

## **Agenda Item 15:** **Puget Sound Regional Council Regional Safety Action Plan**

### **Presenter:**

- Gary Simonson, Senior Planner, Puget Sound Regional Council

The Puget Sound Regional Council is developing a Regional Safety Action Plan that identifies safety issues and proven countermeasures, strategies, and tools. The goal of the plan is to complement the development of local safety action plans and inform PSRC's competitive project selection processes. Emphasis areas are urban, multi-lane arterials, rural highways, tribal areas, high-capacity transit stations, and areas of lower income. Design and engineering strategies have been developed to address each common crash type and examples include protected bike lanes and bike boxes, roundabouts, automated traffic enforcement, and signage. Planning, policy and program strategies have also been developed. Plan adoption is anticipated in May.

### **Presentation:** [Puget Sound Regional Council Safety Action Plan](#)

For more detail on agenda item 15, please refer to the [TVW Meeting Recording](#), starting at 01:10:46, on the progress bar found at the bottom of the screen.

**Action:** None

**Follow-Up:** None at this time.



## **Agenda Item 16: WSDOT Secretary's Report**

### **Presenter:**

- Kerri Woehler, Assistant Secretary Multimodal Development and Delivery, Washington State Department of Transportation

Secretary Julie Meredith was confirmed on March 5, and the department is excited to support her work to move the agency forward. WSDOT is awaiting the release of the transportation budget proposals and is prepared to provide information as needed.

**Presentation:** There was no associated presentation.

For more detail on agenda item 15, please refer to the [TVW Meeting Recording](#), starting at 01:51:11, on the progress bar found at the bottom of the screen.

**Action:** None

**Follow-Up:** None at this time.

## **Agenda Item 17: Commission Business**

Commissioners shared the following reflections and recommendations from the meeting:

- It was encouraging to hear about transit, the expansion of rural service, and all the work underway by the Public Transportation Division.
- The update by inter-city bus service was important, and hearing about how the loss of Greyhound has impacted inter-city bus travel was eye-opening.
- Great progress is being made on the update to the Washington Transportation Plan. There has been a great level of participation so far, and the work coordinating with other agencies and facilitating the update is important work.
- Envisioning how to build a transportation system that will accommodate an estimated 2 million more state residents by 2050 is a great opportunity for the WTP update.
- It's great to see the US 2 Trestle planning moving forward, particularly given the number of serious and fatal crashes in the area.
- The work PRSC is doing to improve safety in its Regional Safety Action plan is important as the state works to reverse the rising trends of roadway fatalities.
- The presentation on the memorandum of understanding between the City of Chicago and the Illinois Department of Transportation was informative, particularly hearing about the working group that came together to execute the goals of the partnership.

**Presentation:** There was no associated presentation.

For more detail on agenda item 17, please refer to the [TVW Meeting Recording](#), starting at 01:52:38, 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 12 p.m.**

The next meeting will be held virtually on April 16 & 17, 2025, in Bellevue, WA.