

13:18:32 From Breck Lebegue : Dr Breck Lebegue: WA Physicians for Social Responsibility endorsed the Rail Can't Wait 2023 legislative priorities!

13:18:59 From Lael White : That's awesome, Breck!

13:38:25 From Breck Lebegue : We'd like to see real Rail Caucus leadership this session

13:40:33 From Nancy N : Then I think you would be interested in my bill for Oregon regarding UHSR (ultra high speed rail) I anticipate it will not be received well by some other Washington people

13:42:26 From Breck Lebegue : WA PSR advocates for electrified rail pilot projects ASAP as a climate/health matter--short lines a good start, then Cascades

13:43:21 From Mary Paterson, Solutionary Rail & Climate Rail Alliance : Rural and urban eastern and southeastern Washingtonians deserve rail - and 25% Washingtonians don't drive

13:44:37 From Lael White : Highways have about 700% more fatalities than rail.

13:52:10 From Breck Lebegue : WA PSR says Climate Commitment Act \$\$ is best spent on rail climate goals achievable by 2030, not by UHSGT in 2050

13:53:46 From Mary Paterson, Solutionary Rail & Climate Rail Alliance : As people know, rail is 3 to 11 times more energy efficient than cars and trucks and can be electrified without over-reliance on batteries. Could tacoma rail be a rail electrification demonstration?

13:57:17 From Lael White : Climate Rail Alliance would like to see Tacoma Rail be an electrification demonstration project.

14:00:08 From R. W. Rynerson : The comment about ODOT sure sounds familiar to me.

14:01:05 From Ron Pate : The Hiawatha and Pioneer are being studied by FRA that will do a BCA identify costs and needs. An expression of interest from the state would mean the state has a commitment for state resources. FRA has told WSDOT directly if FRA sees the need to bring back long distance congress would likely appropriate funds. If the state says they want the service it would likely be state supported and require all state funds.

14:03:23 From Breck Lebegue : Mr Pate I don't understand 'require all state funds' to request a corridor study

14:08:41 From Mary Paterson, Solutionary Rail & Climate Rail Alliance : Virginia found it was more beneficial to build a new passenger rail bridge over the Potomac than to expand I-95 - that kind of thinking could be helpful when working on the Columbia R crossing

15:12:44 From Mary Paterson, Solutionary Rail & Climate Rail Alliance to Everyone:
While we are waiting, may I share with participants these WA Rail Can't Wait priorities? <https://docs.google.com/document/d/1KYhtXNOoojodsUuLpB6ZYDfTHq7EvYzz6N5TzPAEimk/edit>

15:13:11 From Doug Allen to Everyone:
Ask all participants to mute, to eliminate echo.

15:15:00 From Arvia Morris to Everyone:
Echo

15:17:46 From Nancy N to Everyone:
I will be back in a moment ...

15:18:17 From Dan Bilka, All Aboard Northwest to Charles Hamilton,
All Aboard WA(Direct Message):
Can you make me co-host to help mute people?

15:18:32 From Breck Lebegue to Everyone:
Dr Breck Lebegue: WA Physicians for Social Responsibility
endorsed the Rail Can't Wait 2023 legislative priorities!

15:18:48 From Arvia Morris to Everyone:
Could everyone mute

15:19:00 From Lael White to Everyone:
That's awesome, Breck!

15:19:11 From Boyce - Richland WA to Everyone:
The host can mute everyone.

15:20:32 From R. W. Rynerson to Everyone:
Faint sound.

15:38:25 From Breck Lebegue to Everyone:
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15:40:34 From Nancy N to Everyone:
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regarding UHSR (ultra high speed rail) I anticipate it will not be
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Climate Rail Alliance would like to see Tacoma Rail be an
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16:00:09 From R. W. Rynerson to Everyone:
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16:01:05 From Ron Pate to Everyone:
The Hiawatha and Pioneer are being studied by FRA that will do
a BCA identify costs and needs. An expression of interest from the
state would mean the state has a commitment for state resources. FRA

has told WSDOT directly if FRA sees the need to bring back long distance congress would likely appropriate funds. If the state says they want the service it would likely be state supported and require all state funds.

16:02:56 From Arvia Morris to Everyone:
echo is back could everyone mute

16:03:23 From Breck Lebegue to Everyone:
Mr Pate I don't understand 'require all state funds' to request a corridor study

16:07:03 From Dan Bilka, All Aboard Northwest to Barry Green, RPA Council Rep. (MT)(Direct Message):
Close to 20" got 14 at least here!

16:07:36 From Dan Bilka, All Aboard Northwest to Barry Green, RPA Council Rep. (MT)(Direct Message):
But your counterparts out here were putzing along happy as can be through it on our little branch line.

16:08:42 From Mary Paterson, Solutionary Rail & Climate Rail Alliance to Everyone:

Virginia found it was more beneficial to build a new passenger rail bridge over the Potomac than to expand I-95 – that kind of thinking could be helpful when working on the Columbia R crossing

16:10:05 From Sen Chris Gorsek he/him/his to Everyone:
Virginia – I don't doubt that.

16:14:35 From Lael White to Everyone:
250mph is a testing speed only.

16:16:14 From Lael White to Everyone:
But appreciate that 220 railway will take a very long time.

16:17:23 From Mary Paterson, Solutionary Rail & Climate Rail Alliance to Everyone:

People here probably also know of WA's Long Range Plan (a plan already paid for) from 2006 that would develop passenger service that could go 110mph on some segments, Vancouver BC to Portland. According to old and ongoing FRA definitions, this is "emerging" or "regional" HSR. I wonder if this plan could be implemented – and expanded south of Portland.

16:21:38 From Breck Lebegue to Everyone:
Mr Pate, did WSDOT apply for CRISI grant for Dupont bypass design/build, and 3rd track Nisqually to Centralia? Why not?

16:26:44 From Breck Lebegue to Everyone:
"you can see a lot by looking" Drive I90 any day to see need

16:35:19 From Arvia Morris to Everyone:
Amtrak between Seattle and Portland is 80% to sold out on and around the weekends. The demand its there.

16:36:24 From Lael White to Everyone:
Mr Pate, why should the Cascades SDP take until 12/31/23 to identify a new service alternative when we already have a brilliant plan for existing service on an existing line, and why are you establishing a new 20 year timeline for project completion?

16:37:13 From Arvia Morris to Everyone:
Vancouver BC to Eugene Or. Is an FRA corridor with a

development plan and sold out service. The process is stalled for N-S Cascades, it needs to be rebooted in the 2023 legislature.

16:40:19 From Nancy N to Everyone:

Arvia, to get more people riding trains for commuting for work, school, etc. as well as leisure travel, we need many more options per day in Oregon in the more densely populated Willamette Valley; two a day is not sufficient. And we need longer sidings, some double tracking, and separated grade crossings to get more, faster, and on-time passenger rail.

16:41:14 From R. W. Rynerson to Everyone:

So far, to Oregon and Washington credit, they have not Balkanized like California.

16:44:48 From Arvia Morris to Everyone:

With the new train sets, how many trips /day will they support between Seattle and Portland?

16:48:23 From Lael White to Everyone:

The new trainsets' capabilities will be underutilized as assets if they are on unimproved track - still doing 79mph, and unreliable.

16:48:33 From R. W. Rynerson to Everyone:

If BC<>SEA had a midday train each way, it would be possible to run a EUG<>BC train.

16:51:12 From Thomas White to Everyone:

No the 2006 plan was NOT unconstrained. It was as economical as possible to achieve the legislative goal travel time!

16:53:54 From Breck Lebegue to Everyone:

Thanks AAWA for a organizing a great meeting! Thanks to our legislators for their insights and valuable time.

16:56:18 From Arvia Morris to Everyone:

Thank you everyone for a great meeting and opportunity to lean so much.

16:56:47 From Breck Lebegue to Everyone:

Please identify the officers?

16:58:30 From Lael White to Everyone:

Mr Pate, I would say that that the UHSR project is far more "visionary" than the Long Range Plan drafted at the direction of the legislature in RCW 47.79.020. The "billions" for the Bypass would mostly come from federal \$, as would the UHSR, but much sooner completed.

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