

# Ultra-High-Speed Ground Transportation

## FRAMEWORK FOR THE FUTURE

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House Transportation Committee  
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Microsoft



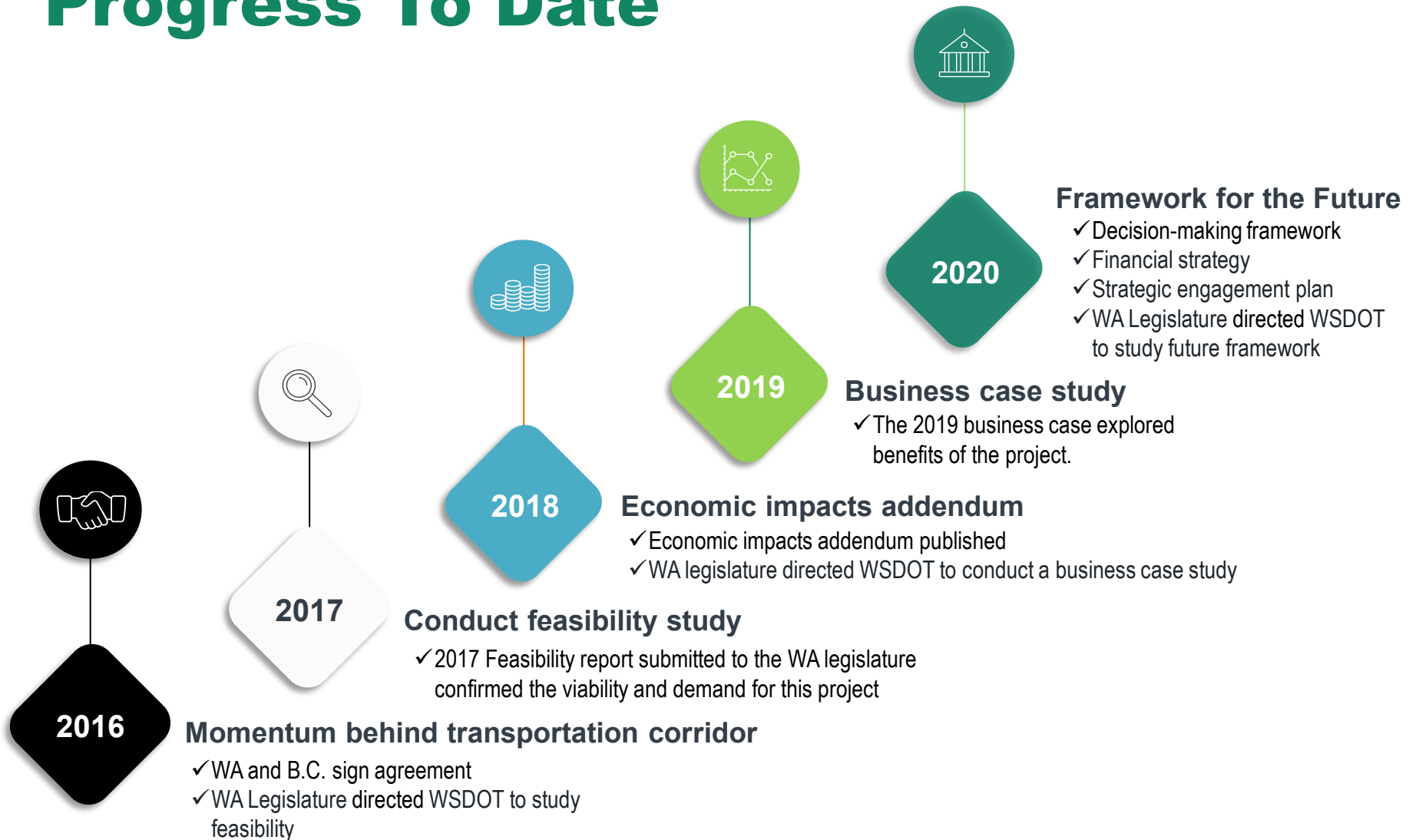
BRITISH  
COLUMBIA



ROGER MILLAR, SECRETARY OF TRANSPORTATION

AMY SCARTON, DEPUTY SECRETARY OF TRANSPORTATION

# Progress To Date



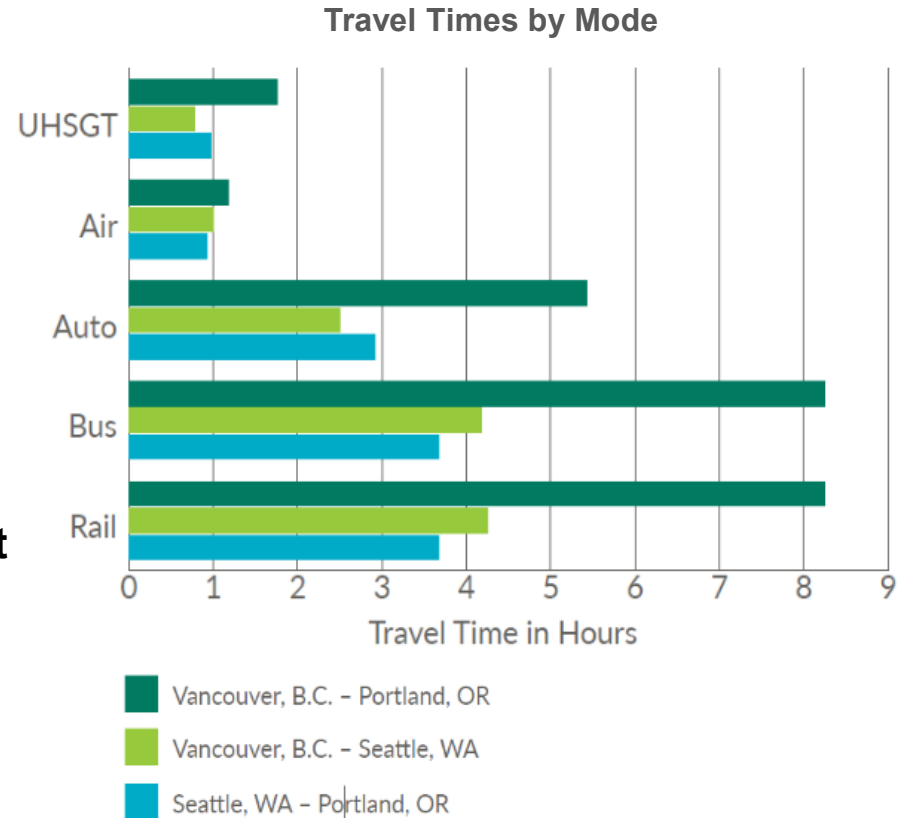
# Ultra-High-Speed Ground Transportation (UHS GT)

## Overview

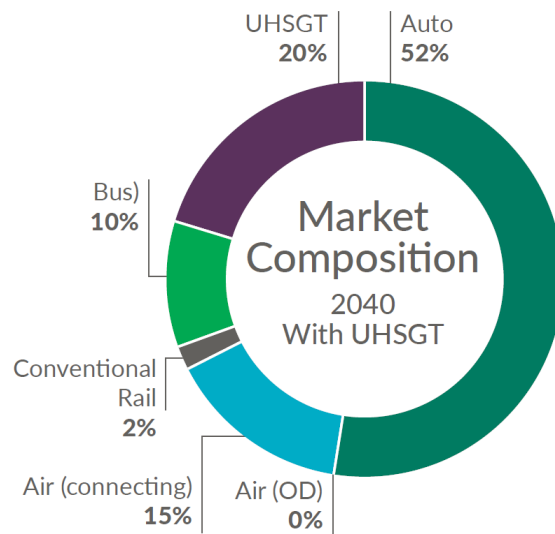
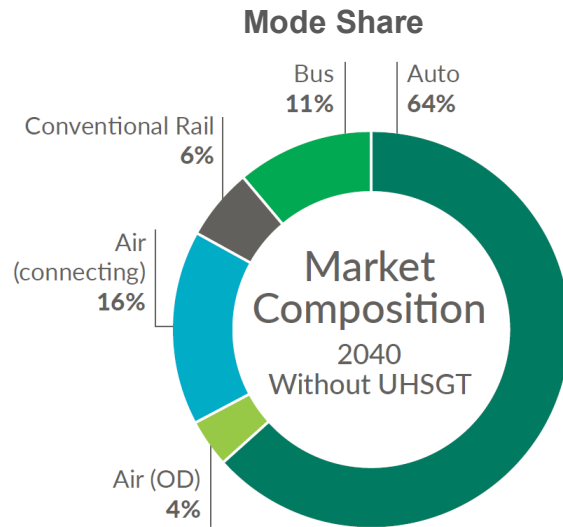
- Linking **Seattle, Portland, and Vancouver, BC metros**, with possible additional stops in between
- Speeds up to **250 mph**, using rail, maglev, or hyperloop
- Separate new right-of-way
- **Connections** to existing trains, transit, and rideshare options
- Anticipates **public and private investment**

## Goals

- Provide **efficient** and **sustainable** mobility
- Promote **regional integration**
- Stimulate economic **growth** and **innovation**



# UHS GT Performance



- **Travel time:** Vancouver, BC to Seattle ~ 47 mins.; Seattle to Portland ~ 58 mins.
- **Frequency:** 21 to 30 daily round trips traveling at speeds up to 220 mph
- **Ridership:** 1.7 and 3.1 million annually
- **Mode share:** Up to 20 percent of intercity trips
- **Ticket revenue:** \$160-\$250 million annually
- **Economic impact:** Est. economic growth potential in excess of \$355 billion, with 200,000 new jobs related to construction and ongoing operations
- **Emissions reduction:** Avoids release of 6 million metric tons of CO2 emissions

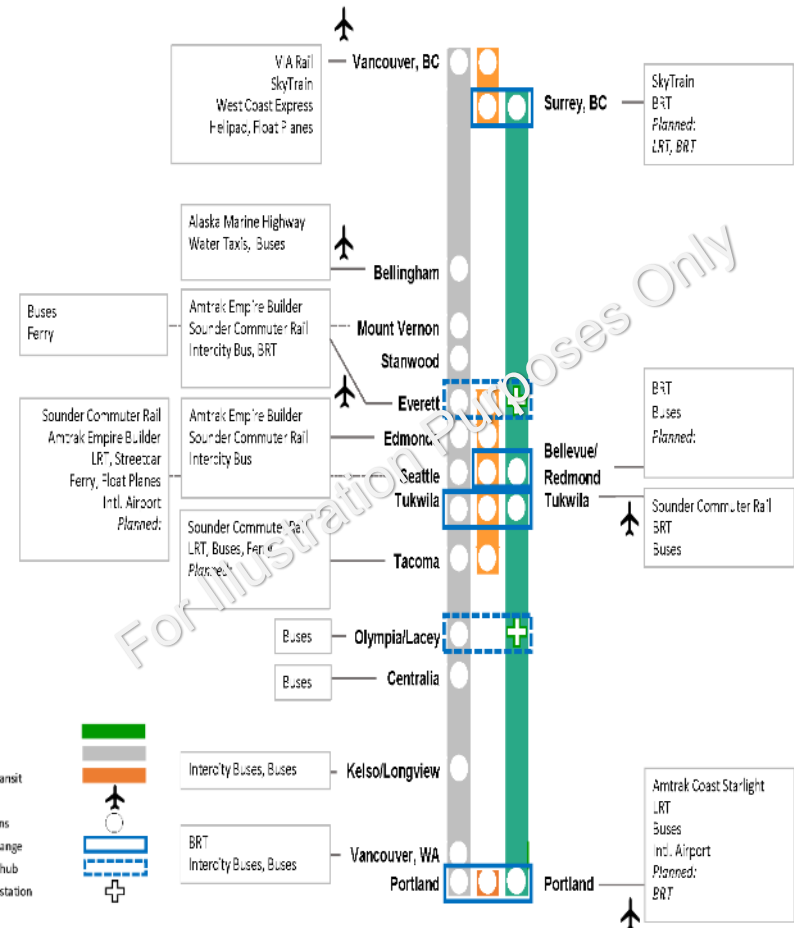
(Data based on preliminary estimates)

# Conceptual Corridors

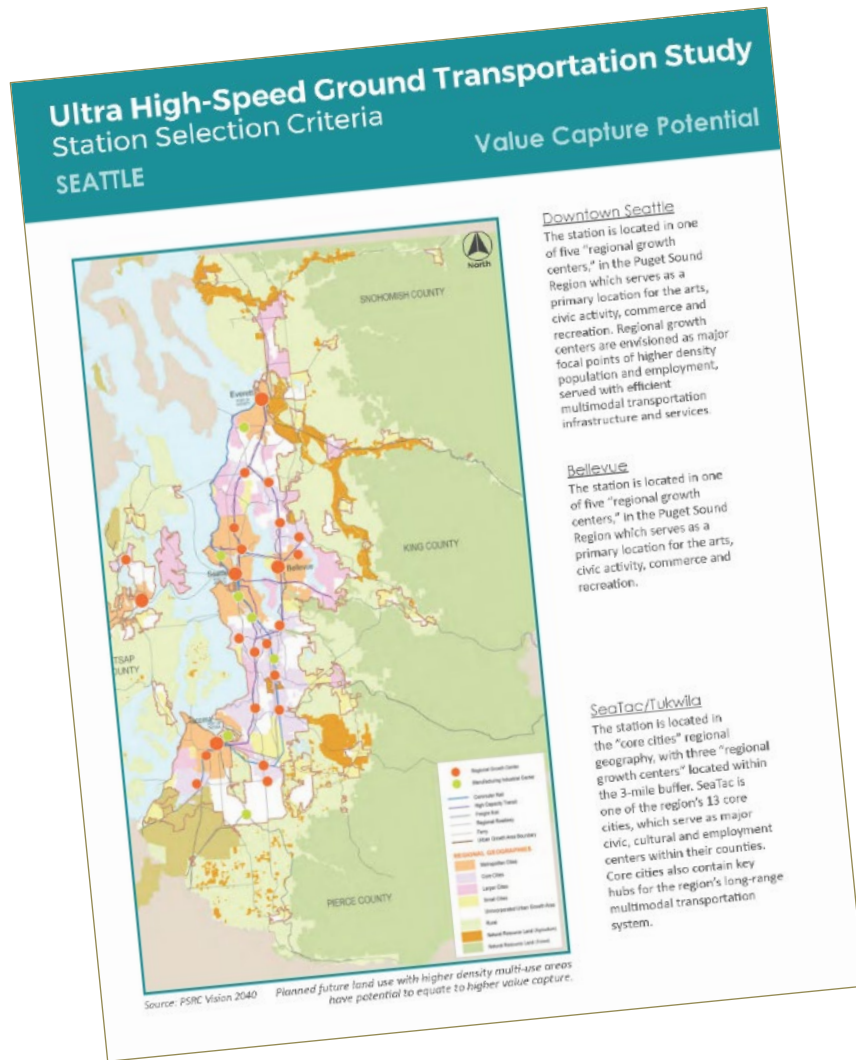
## Scenarios and considerations

- Evaluated scenarios and services with up to **nine stations** and modal connections
- Compared stations in **downtown** cores vs **suburban** sites vs **airport** locations
- Analyzed ability to construct a fairly straight **alignment** that's necessary for some of the technologies being considered
- Looked at **topography** of corridor that will require tunneling, elevated tracks, bridges, and grade separation from roadways
- Sought balance between **benefits** and **costs** of adding more stations and/or increasing speed of travel

## Connections to Transportation Services



# Maximizing Program Value and Benefit



## Socio-economic analysis

- Understood **equity** needs to be at the forefront of decisions
- Considered possible transformations in small towns and weighing **job opportunities** with **quality of life** issues
- Examined more infill **development** possibilities and opportunities for **innovative start-ups**
- Looked at enhanced **connections** across industry clusters
- Analyzed region's future growth potential in **global market**

# Governance Considerations in Project Initiation

## Creation of a Coordinating Entity

- Build support from political **leadership**
- Develop enabling **agreement**
- Secure **resources** for the coordinating entity

## Coordinating Entity Governance Activities

- Refine project vision, **goals**, and identity
- Formalize membership and **decision making**

## Establishment of a future Development Entity

- Determine governance **structure** for the formal entity
- Prepare **legislation** to establish the development entity





# Financial Strategy

## Considerations for Project Initiation

- Continue working to secure funding from established **state/provincial** funding programs for further project initiation
- Pursue **federal** funding from relevant established programs
- Actively encourage US and Canadian federal action to establish **new funding** programs aimed at providing substantial support to UHSGT projects like the Cascadia corridor
- Engage state/provincial governments and **regional stakeholders** to develop action plans for corridor funding
- Initiate conversations with interested private parties regarding **private contributions**
- Lay the foundation to maximize **value capture** from the project
- Align **financing strategy** with project delivery approach

### ***Value Capture***

Refers to a set of techniques that aim to monetize increases in property values, economic activity, and growth linked to infrastructure investment



# Program Outreach Needed

## PROJECT INITIATION

BUILDING MOMENTUM AND AWARENESS OF UHSGT

- ✓ Engage political leaders at the federal, state, provincial and local level
- ✓ Initiate conversations with **Tribes and Indigenous Communities** prior to required consultation
- ✓ Begin to build a **broad coalition** in support of the project
- ✓ Develop a vision and identity

## PROJECT DEVELOPMENT

DEEP AND EQUITABLE PUBLIC ENGAGEMENT

- ✓ Continue deep and equitable engagement through EIS/IA activities
- ✓ Continued dialogue at the regional and local level along the entire corridor will be required

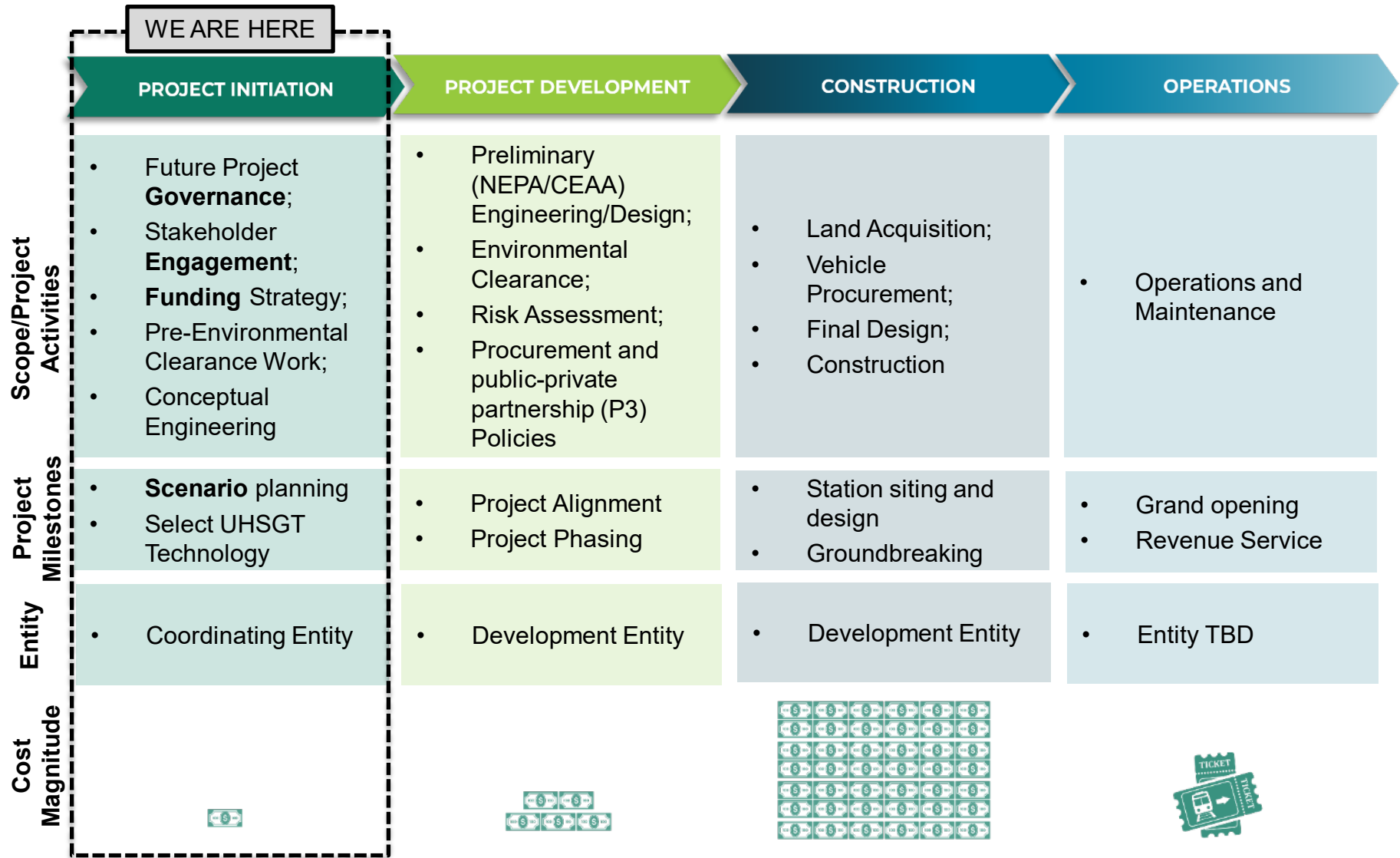
## CONSTRUCTION

IMPLEMENTATION OF AGREEMENTS AND COMMITMENTS FROM PREVIOUS PROJECT STAGES

- ✓ Focus on mitigating construction impacts to the local community, aligning workforce needs with equitable project goals, and celebrating project milestones
- ✓ In the O&M stage, the engagement strategies can support public education and explore partnership models to promote ridership

## OPERATIONS

# Key Project Scope and Milestones



# Scoping Next Steps

As proposed in the Governor's budget, \$3.25M is the **minimum** needed from Washington state to continue this work and effectively deliver the following:

## Creation of a Coordinating Entity

- Formalize WA, OR, BC **partnerships**,
- Develop enabling **agreement**,
- Develop roles and responsibilities, governance **framework** and **commitments** to funding
- Develop a public/private sector action plan and specific **funding** and **financing** plans

## Begin Business/Community Engagement

- Increase **awareness** and **education**
- Develop and implement robust, deep, and equitable **engagement** approach with the public; Tribes and Indigenous communities; elected officials; state, provincial and federal agencies; business and labor leaders; and advocacy organizations

## Conduct Scenario Planning

- Identify range of growth **scenarios** and analyze transportation technologies for the corridor

## Integration Into Regional Planning

- Program **integration** into local comprehensive plans, regional transportation plans, growth management plans

We are living in unprecedented times that call on us to envision our future in new ways. Transformative infrastructure projects like this one could help us rebuild our economy in the short term and provide us with a strong competitive advantage in the future. Imagine fast, frequent and reliable travel with the potential for zero emissions and the opportunity to better compete in a global economy. It could transform the Pacific Northwest."

— Washington Governor Jay Inslee

Improving connectivity in the Pacific Northwest region through ultra high-speed rail presents enormous potential for job and economic growth on both sides of the border. This study provides a path forward for British Columbians and gives us a clearer vision of what can be achieved when we all work together."

— British Columbia Premier John Horgan

High-speed rail will shrink travel times throughout the Cascadia Corridor, providing a strong transportation core for our region. This report provides a valuable roadmap for making this international project a reality."

— Microsoft President Brad Smith

Bringing high-speed rail to the Pacific Northwest would bolster our economies while contributing to our efforts to combat climate change. This study affirms that a regional high-speed rail system would yield an equitable and modern transportation infrastructure that benefits people, the environment, and the economy. This type of bold investment would help position our region for the future."

— Oregon Governor Kate Brown

# Questions?

## Ultra-High-Speed Ground Transportation Study

[wsdot.wa.gov/planning/studies/ultra-high-speed-travel/ground-transportation-study](https://wsdot.wa.gov/planning/studies/ultra-high-speed-travel/ground-transportation-study)

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