

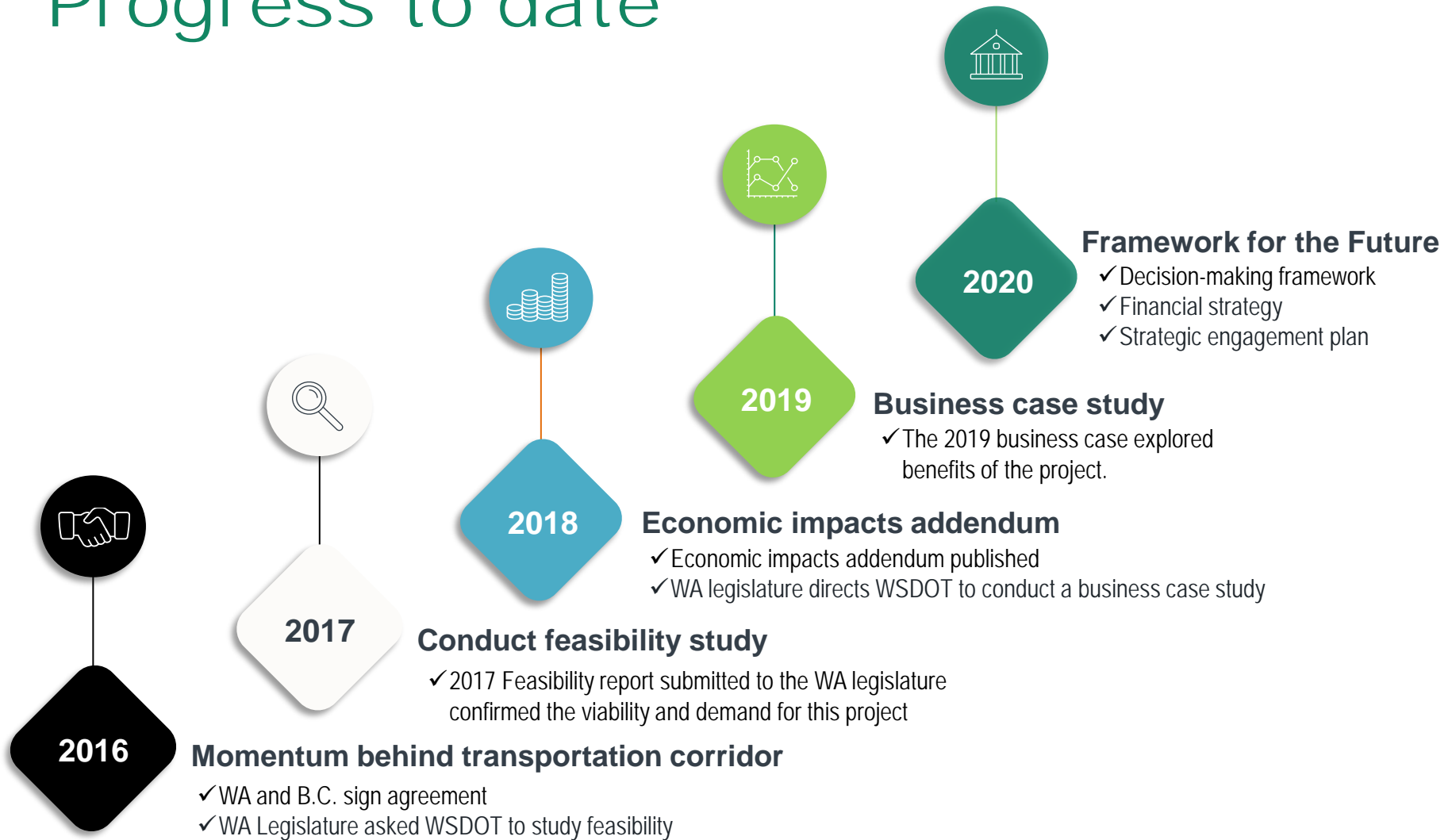
Ultra-High-Speed Ground Transportation

BUSINESS CASE AND FRAMEWORK FOR THE FUTURE

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Progress to date



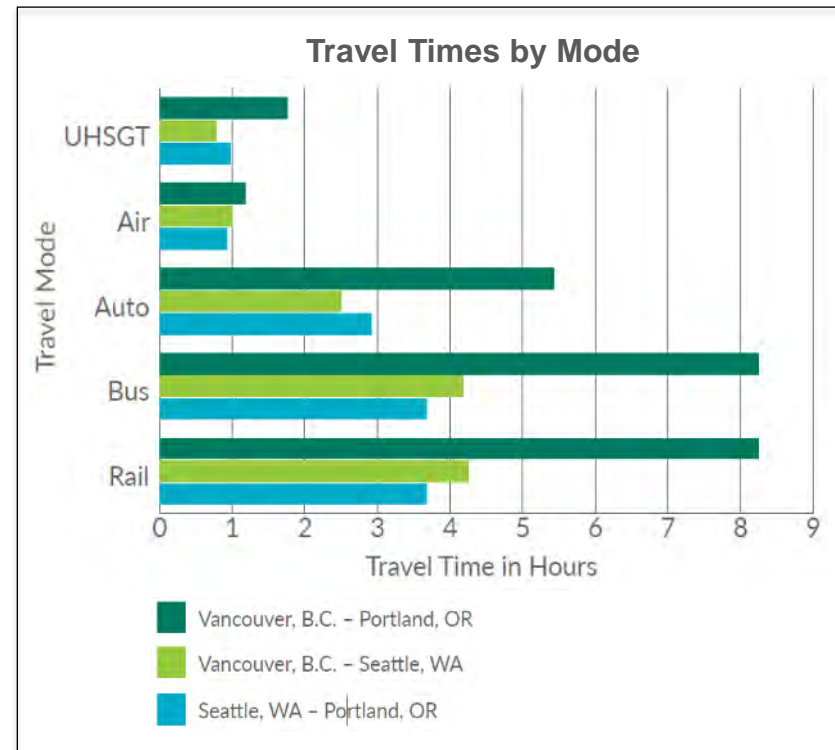
Ultra-High-Speed Ground Transportation (UHSGT)

Overview

- Linking Seattle, Portland, and Vancouver, BC, 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

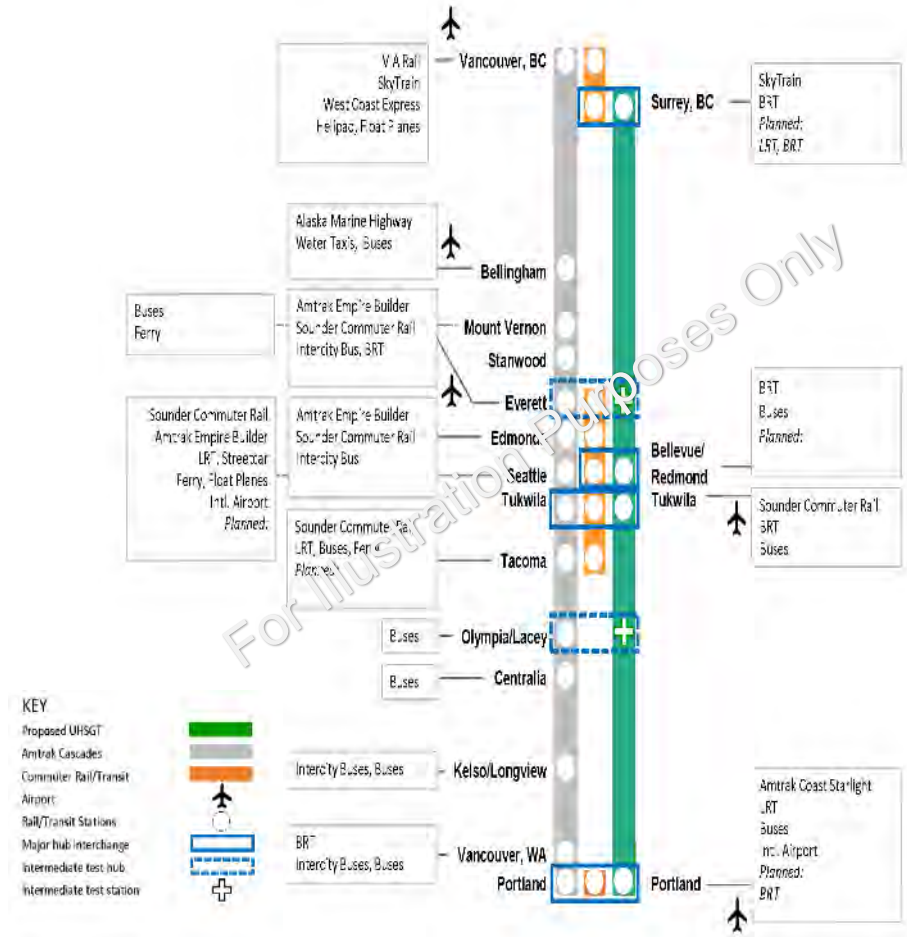
- Provide efficient and sustainable mobility
- Promote regional integration
- Stimulate economic growth and innovation



UHSGT by the numbers

- Vancouver, BC to Seattle in 47 minutes; Seattle to Portland in 58 minutes
- Evaluated 21 to 30 daily round trips traveling at speeds up to 220 mph
- Conservatively estimated 1.7 and 3.1 million riders annually
- Estimated between \$160 and \$250 million in annual ticket revenue
- Economic growth potential in excess of \$355 billion, with 200,000 new jobs related to construction and ongoing operations
- Avoids release of estimated six million metric tons of CO2 emissions

Connections to Transportation Services



For Illustration Purposes Only

Anticipated ridership and revenue

Stated preference survey of leisure and business travelers in the corridor

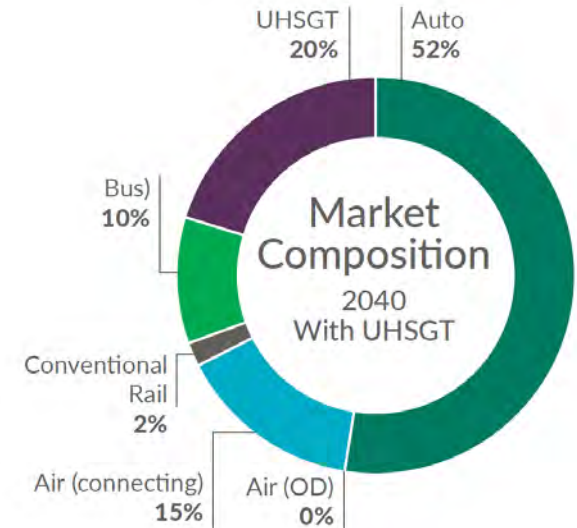
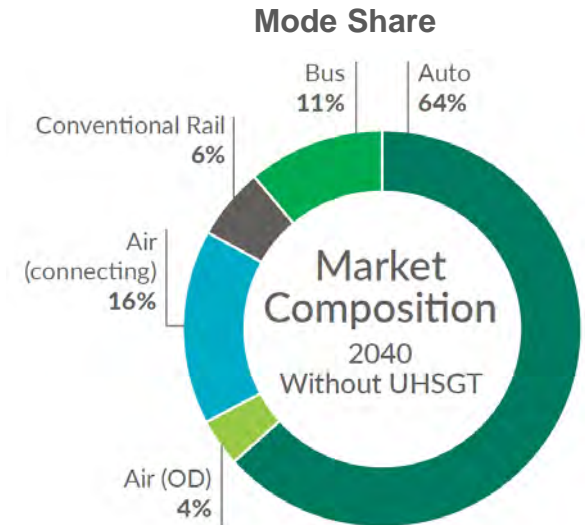
- 2,400 respondents
- Significant interest, 74% would “definitely try” ultra-high-speed system

Estimates

- Riders: 1.7 – 3.1 million/year (conservative)
- Revenue: \$160-\$250 million/year (dependent on service type)
- Estimate between 12 and 20% of total current intercity trips would shift to UHSGT, mostly from private vehicles

Enhancement opportunities

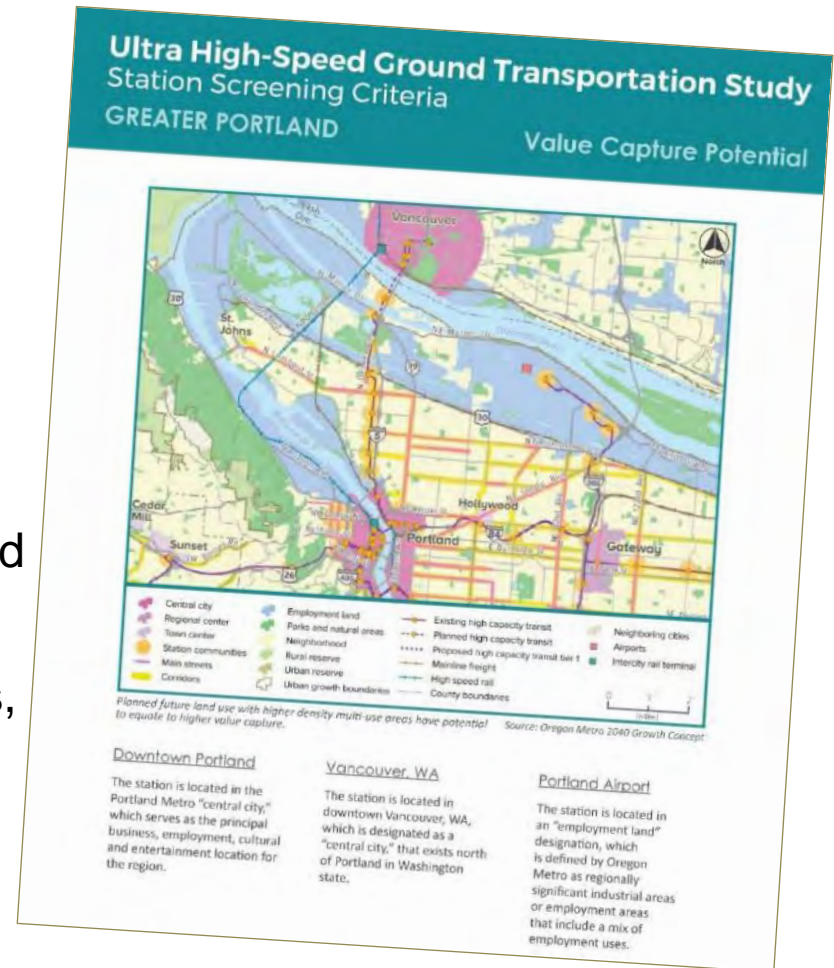
- High capacity corridor and transit integration
- Multimodal connectivity
- Land use planning



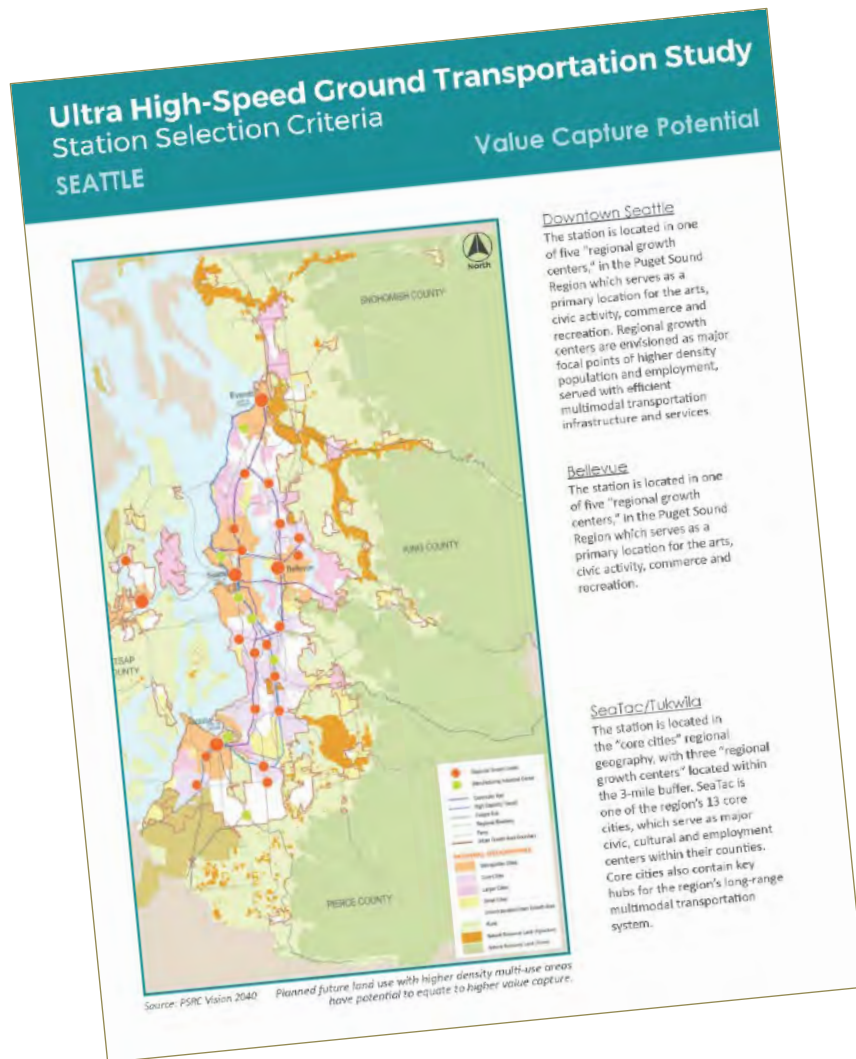
Conceptual corridors

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 sweet spot between benefits and costs of adding more stations and/or increasing speed of travel



Maximizing value and benefit



Socio-economic analysis

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

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 to further project initiation

Pursue federal funding from relevant established programs

Actively encourage U.S. 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

Outreach series

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

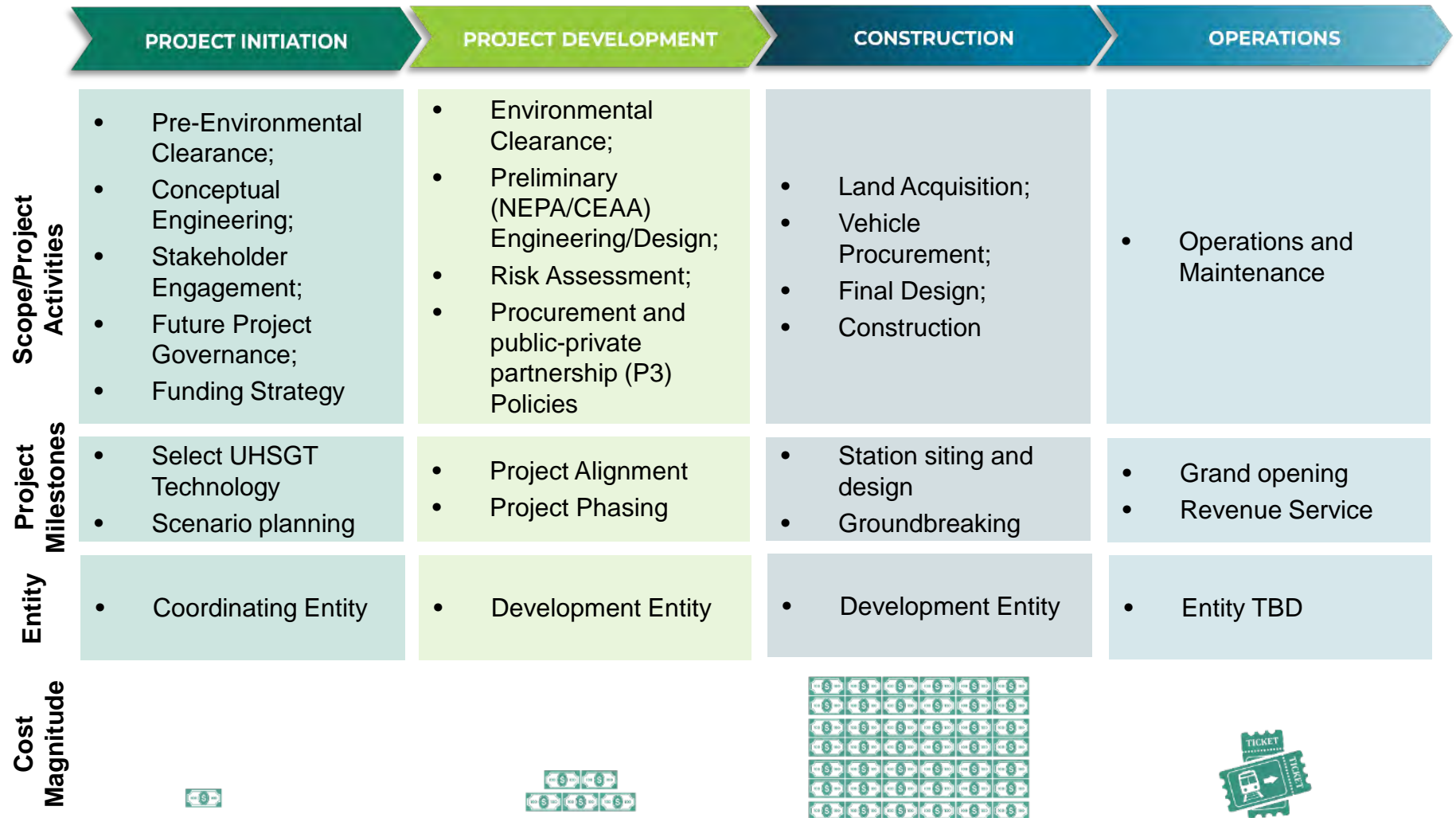
CONSTRUCTION

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



LEGEND



GOVERNANCE FRAMEWORK

- G1 Develop enabling agreement between the three jurisdictions
- G2 Develop governance structure for the Project Development Stage



STRATEGIC ENGAGEMENT PLAN

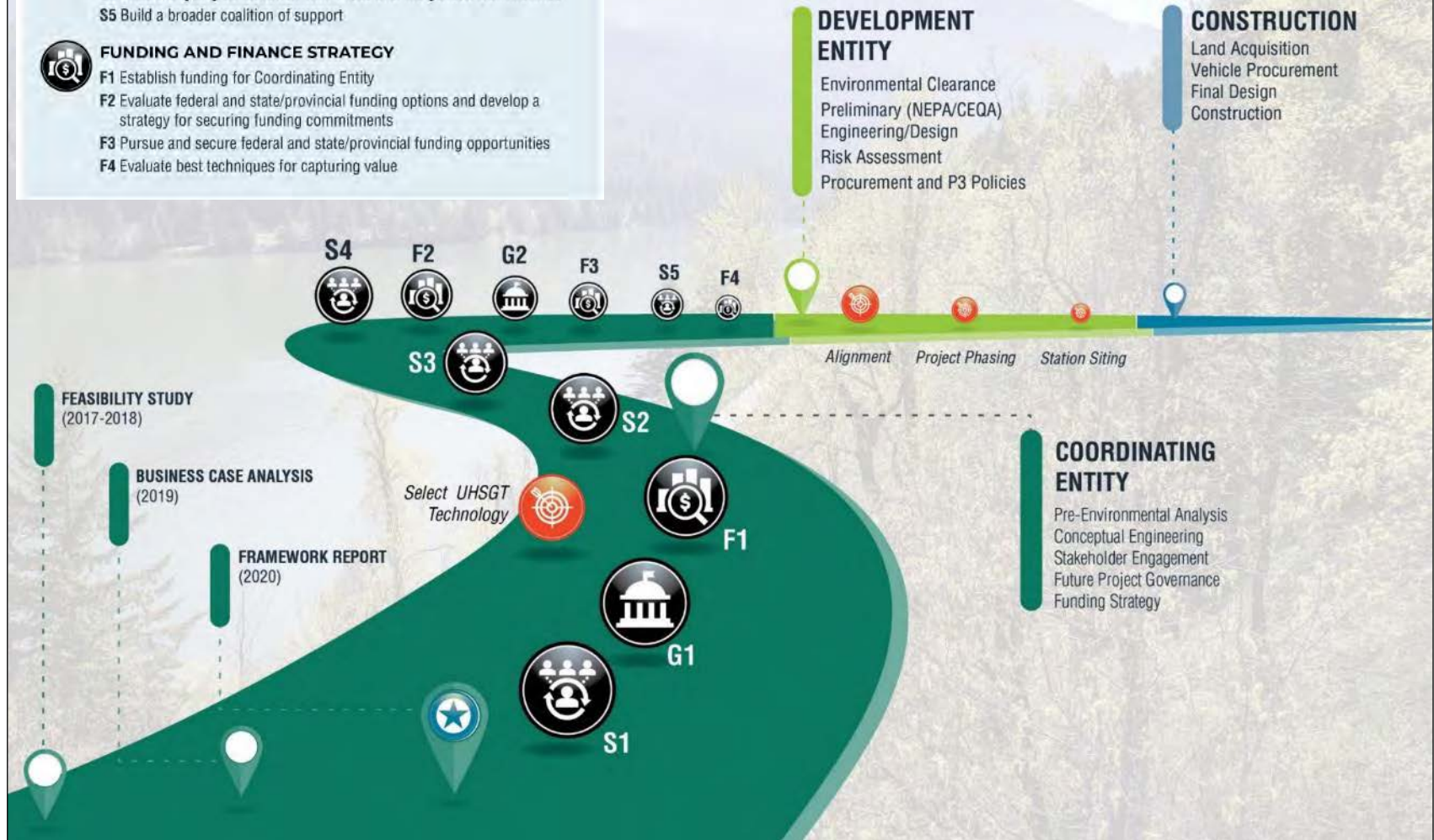
- S1 Build support from decision-makers for Coordinating Entity
- S2 Develop/refine a project identity and vision
- S3 Initiate equitable local engagement
- S4 Initiate ongoing consultation with Tribes and Indigenous Communities
- S5 Build a broader coalition of support



FUNDING AND FINANCE STRATEGY

- F1 Establish funding for Coordinating Entity
- F2 Evaluate federal and state/provincial funding options and develop a strategy for securing funding commitments
- F3 Pursue and secure federal and state/provincial funding opportunities
- F4 Evaluate best techniques for capturing value

2020 Framework: next steps



Questions?

Ultra-High-Speed Ground Transportation Study

wsdot.wa.gov/planning/studies/ultra-high-speed-travel/ground-transportation-study

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