

Ultra-high-speed travel study update

House Transportation Committee

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Roger Millar, Secretary of Transportation

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Timeline of studies

- **2017 Legislative session** - \$300,000 approved for preliminary feasibility study (Microsoft and trades contributed an additional \$60,000 for an economic analysis)
- **Dec. 2017** – Report submitted to legislature and presented to Joint Transportation Committee
- **Jan. 2018** – Economic analysis addendum shared with legislature
- **2018 Legislative session** - \$750,000 approved for business case analysis (Microsoft, British Columbia and Oregon contribute a combined additional \$650,000 towards the analysis)
- **June 2019** – Business case analysis will be completed and submitted to the legislature
- **2019 Legislative session** – Governor has requested \$3.25 million to develop a new ultra-high-speed transportation authority, conduct outreach and undertake preliminary environmental review



Overview of ultra-high-speed ground transportation

- Would link Seattle, Portland, and Vancouver, BC, with possible additional stops in between
- Travel time between each city expected to be less than an hour
- Speeds up to 250 mph
- Analyzing rail, maglev and hyperloop options
- Connections to existing trains, transit, and rideshare options
- Requires separate new right-of-way
- Probably significant tunneling and/or elevated tracks and bridges
- Anticipates public and private investment
- Seen as improving mobility, environment, and quality of life
- Viewed as a catalyst for economic growth in the entire Cascadia mega-region



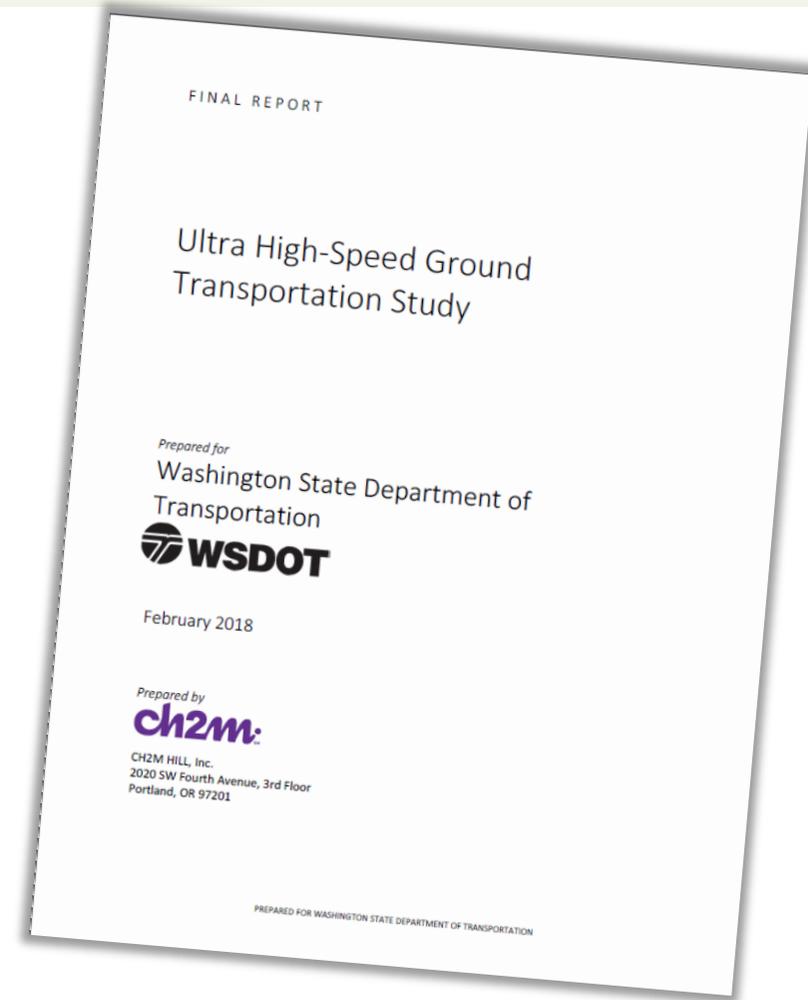
2017 preliminary feasibility study

Very high-level, preliminary analysis

- Advisory group of representatives from the public, private and nonprofit sectors in Washington, Oregon and British Columbia provided input
- Found 12 daily round trips may be optimal
- Looked at scenarios ranging from three to seven station stops
- Evaluated effect of connecting to a new east-west route to Spokane
- Annual ridership projected between 1.7 and 2.1 million soon after opening
- Capital construction costs ranging from \$24 to \$42 billion
- Potential to ultimately cover annual operating and maintenance costs with ticket sales, but how soon varies by technology

Economic analysis (supplement to the feasibility study)

- Preliminary analysis shows large economic development potential
- Forecasts generating 200,000 jobs (both construction and long-term)
- Forecasts GDP increasing by \$321 to \$388 billion over 20 years
- Projects decreasing greenhouse gas emissions by more than 28,000 metric tons/year



2019 business case analysis

Purpose and Goals

- Independently assess economic, environmental and financial strategic case for ultra-high-speed system
- Analyze how it might be a catalyst for regional economic growth and integration
- Develop ridership projections and economic impact forecasts
- Identify service, route and possible stations
- Identify funding options from a range of possible sources
- Explore potential governance models



Puget Sound Regional Council

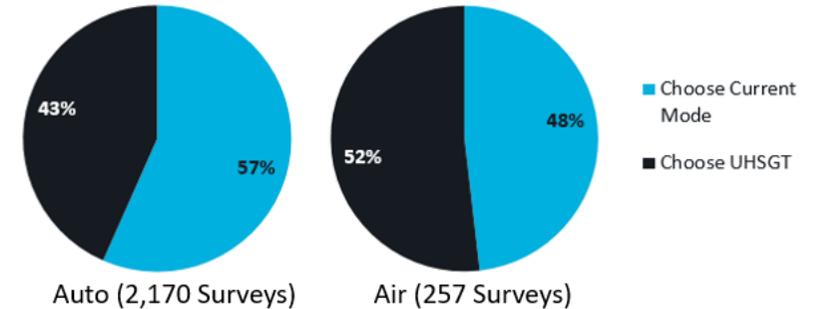


Initial findings amongst current travelers

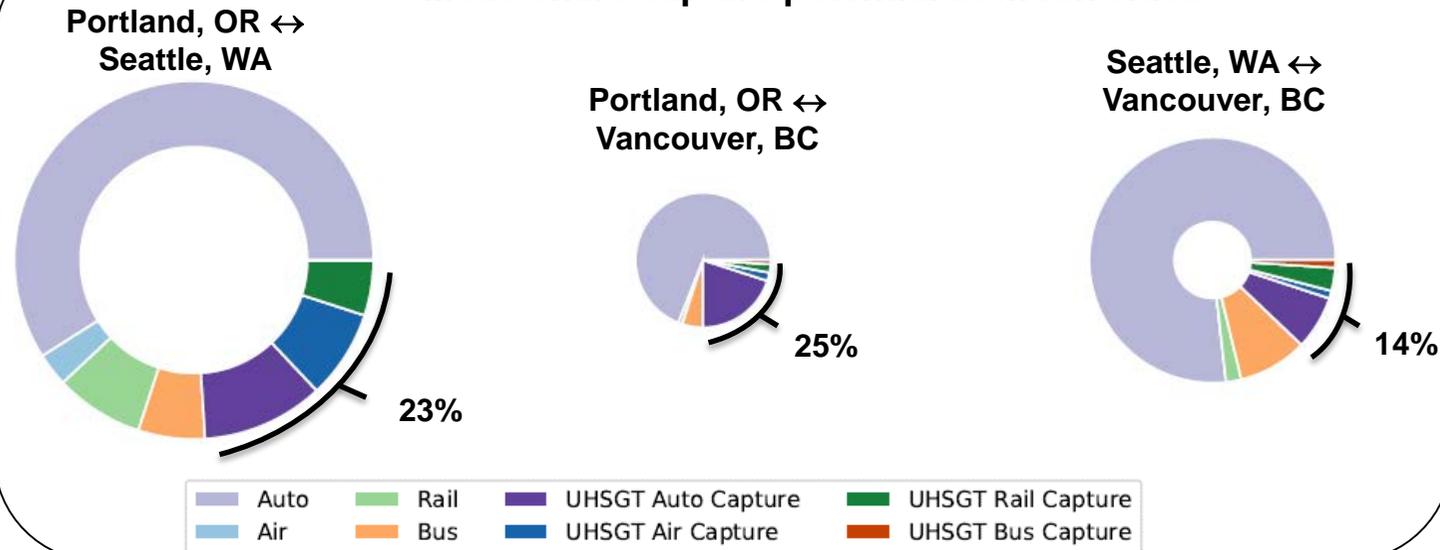
Stated preference survey of travelers in the corridor

- Surveyed both leisure and business travelers
- 2,400 respondents
- Found significant interest, with 74% saying they would “definitely try” ultra-high-speed system

Mode choices of current drivers and flyers if ultra-high-speed travel was available



Mode share capture potential between cities



Initial findings from Advisory Group members

Insights from Advisory Group – 40 stakeholders representing businesses; non-profits; local, state and provincial governments



Initial findings from business leaders offer similar opinions

Insights from interviews with business leaders

- Given today's congestion and population growth, can't imagine Cascadia Region in 30-50 years without it
- View this PNW corridor as similar to east coast's New York to Washington, D.C. corridor
 - Conducting business
 - Connecting with family and friends
 - Attending cultural, entertainment and sporting events
- Improve ability to access, recruit and retain talent
- Availability of more affordable workforce housing
- Ease of doing business (a meeting between cities vs. a full-day or two-day trip)
- Increased opportunity for collaboration
- Able to compete in world economy in future years

- A better quality of life through:
 - Improved access to education, training and jobs
 - Less time spent commuting
 - Less green house gas emissions, better health
- Reduced cost of doing business
- A transportation system that might be crucial for natural disaster recovery
- Creating additional capacity on I-5 corridor for freight and broadband

26 interviews with large and small businesses from various sectors, trade organizations, and government entities throughout the region

They're confident our region can make it happen
Business leaders believe we need to develop a broad vision that is compelling, exciting, coalescing, and easy to comprehend

Work in progress through June 2019

Analyzing various station stop scenarios

- Looking at scenarios with up to nine stations
- Comparing stations in downtown cores vs suburban sites vs airport locations
- Finding the sweet spot between benefits and costs of adding more stations and/or increasing speed of travel
- Developing possible schedules with a mix of express service and multi-stops (perhaps not every train needs to stop at every station)

Construction considerations

- Comparing cost of right-of-way acquisition and land use issues through high-population centers vs more suburban alignments
- Analyzing ability to construct a fairly straight alignment that's necessary for some of the technologies being considered
- Looking at topography of corridor that will require tunneling, elevated tracks, bridges, and grade separation from roadways

Economic analysis

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

Funding and finance

- Important to create a governance authority able to seek public and private funding
- Identifying a range of funding options and tools
- Ensuring revenue-sharing related to economic development around stations

Governor's 2019 proposal to continue project work

Seeking funds to develop a corridor authority

- Participation from Washington, Oregon, British Columbia
- Abides by MOU signed by Governor Inslee and British Columbia Premier Horgan in October 2018
- Builds on results of the current business case analysis being conducted
- Will address governance and operating structures, legal instruments, and contracting requirements
- Requires robust community engagement process to help refine the alignment of the corridor
- Requires preliminary environmental review of the project
- Requires recommendations to advance the development of the corridor

Report due to Governor and Legislature by June 30, 2020, to include:

- Assessment of current laws in Washington, Oregon and British Columbia related to this project
- Summary of community engagement process

Requesting total of \$3.25 million to undertake this work

- Department of Transportation – Program Y
- \$3,000,000 from the multimodal transportation account – state appropriation
- \$250,000 from the multimodal transportation account – private/local appropriation

Questions?

For more information,
please contact:

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