

Council work session agenda

Tuesday, December 6, 2022 **10:00 AM** **Metro Regional Center, Council Chamber,**
<https://youtu.be/7sW7JPTUmio>,
<https://zoom.us/j/615079992>, or
877-853-5257 (toll free) (Webinar ID:
615079992)

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10:30 Call to Order and Roll Call

Work Session Topics:

10:35 Ultra-High-Speed Ground Transportation Update [22-5800](#)

Presenter(s): Margi Bradway (she/her), Metro
Ally Holmqvist (she/her), Metro
Karyn Criswell (she/her), ODOT
Jason Beloso (he/him), WSDOT

Attachments: [Staff Report](#)
[Attachment 1](#)
[Attachment 2](#)
[Attachment 3](#)
[Attachment 4](#)

11:20 Chief Operating Officer Communication

11:25 Councilor Communication

11:30 Adjourn

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ការការពារសិទ្ធិពលរដ្ឋរបស់ ។ សំរាប់ព័ត៌មានអំពីកម្មវិធីសិទ្ធិពលរដ្ឋរបស់ Metro ឬដើម្បីទទួលបានការបណ្តឹងរើសអើងសូមចូលទៅទំព័រ www.oregonmetro.gov/civilrights។ បើលោកអ្នកត្រូវការអ្នកបកប្រែភាសានៅពេលអង្គប្រជុំសាធារណៈ សូមទូរស័ព្ទមកលេខ 503-797-1700 (ម៉ោង 8 ព្រឹកដល់ម៉ោង 5 ល្ងាច ថ្ងៃធ្វើការ) ប្រាំពីរថ្ងៃ ថ្ងៃធ្វើការ មុនថ្ងៃប្រជុំដើម្បីអាចឲ្យកេសាម្នាក់មកជួយលោកអ្នក ។

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CASCADIA CORRIDOR ULTRA-HIGH-SPEED GROUND TRANSPORTATION: PROGRAM INITIATION OVERVIEW

Date: November 17, 2022

Department: Planning, Research & Development

Meeting Date: December 6, 2022

Prepared by: Ally Holmqvist,
ally.holmqvist@oregonmetro.gov

Presenters: Margi Bradway,
margi.bradway@oregonmetro.gov
Ally Holmqvist,
ally.holmqvist@oregonmetro.gov
Jennifer Sellers, ODOT
jennifer.sellers@odot.oregon.gov
Jason Beloso, WSDOT
BelosoJ@wsdot.wa.gov

Length: 30 minutes

ISSUE STATEMENT

The Cascadia Corridor is one of eleven corridors identified by United States Department of Transportation (US DOT) Federal Railroad Administration (FRA) for potential high-speed rail investments to better connect communities across America. The Washington State Department of Transportation (WSDOT) is studying how ultra-high-speed (~250 miles per hour) ground transportation (UHSGT) might serve as a catalyst to transform the Pacific Northwest – stretching from greater Vancouver, British Columbia to metro Seattle, Washington to Portland, Oregon – with a fast, frequent, reliable and environmentally responsible transportation connection. An ultra-high-speed transportation system could allow for travel times of less than an hour between each of the cities. This enhanced interconnectivity would unite the Cascadia megaregion and allow to better manage population and economic growth potential and maximize public transportation benefits, resulting in better access to jobs, affordable housing, shared resources, increased collaboration, and economic prosperity.

On November 16, 2021, Governor Brown, Governor Inslee and Premier Horgan (Province of British Columbia) signed a Memorandum of Understanding (MOU) committing to advance activities in support of an ultra-high-speed ground transportation project with the goal of laying the groundwork for the creation of a formal, legal entity to continue project development while seeking community engagement and input, gaining critical support from decision makers and positioning the corridor for future funding opportunities and efficient environmental clearance (see Attachment 1).

Through [ESSB 5689](#) the Washington State Legislature then allocated \$4 million, along with financial contributions from British Columbia, for WSDOT to lead a coordinated effort to commence the work envisioned by the MOU and develop an expanded framework for future work. Currently, the scope of work for the [Cascadia Corridor UHSGT](#) program initiation phase (see Attachment 2 for a work plan) includes:

- a. Developing an organizational framework that facilitates input in decision-making from all parties;
- b. Developing a public engagement approach with a focus on equity, inclusion, and meaningful engagement with communities, businesses, federal, state, provincial, and local governments including indigenous communities;
- c. Developing and leading a collaborative approach to prepare and apply for potential future federal, state, and provincial funding opportunities, including development of strategies for incorporating private sector participation and private sector contributions to funding, including through the possible use of public-private partnerships;
- d. Beginning work on scenario analysis addressing advanced transportation technologies, land use and growth assumptions, and an agreed to and defined corridor vision statement; and
- e. Developing a recommendation on the structure and membership of a formal coordinating entity that will be responsible for advancing the project through the project initiation stage to project development and recommended next steps for establishment of the coordinating entity. Project development processes must include consideration of negative and positive impacts on communities of color, low-income households, indigenous peoples, and other disadvantaged communities.

This past January, the WSDOT program team convened a Policy Committee of agency leadership including representatives from the following partners: Province of British Columbia Intergovernmental Relations Secretariat and Ministry of Transportation, Translink, Washington State House of Representatives and Senate, WSDOT, Puget Sound Regional Council (PSRC), Oregon Department of Transportation (ODOT), Metro, and Cascadia Innovation Corridor. WSDOT has also convened a Technical Committee of staff from transportation planning agency partners to support the Policy Committee in May which meets twice monthly. The collaboratively developed Committee Charter in Attachment 3 describes the roles of the policy and technical committees in the program initiation phase which include developing the program vision, shaping the scenario analysis, making recommendations on the coordinating entity structure and stakeholder engagement plan, and advising on and endorsing federal grant applications.

Also in May, FRA established a new [Corridor Identification and Development \(CID\) Program](#) for the purpose of creating a pipeline of funding-ready new or improved intercity passenger rail projects for investment through President Biden's Bipartisan Infrastructure Law. Washington's [SSB 5975](#) allocated \$50 million to be used as matching funds for a grant application, as well as an additional \$100 million to leverage federal funding opportunities over the next six years. In coordination with the partner committees, WSDOT and ODOT submitted a joint Expression of Interest (see Attachment 4) for the program for a new ultra-high speed ground transportation system combined with substantial improvements and continued support for Amtrak Cascades service that work in tandem for an integrated Cascadia Corridor this August. The program team is working on developing a formal proposal to fund program initiation for submission late this year when the notice of funding opportunity (NOFO) is expected to be released.

ACTION REQUESTED

No formal action requested at this time. Receive a progress report on the Cascadia Corridor UHSGT project and program initiation work, review guiding program materials, and provide input to support partner agency participation in shaping major work plan deliverables including the FRA Corridor ID proposal. Late this year or early next year, staff will ask Council to consider signing a letter of support for the Cascadia Corridor UHSGT Corridor ID proposal.

IDENTIFIED POLICY OUTCOMES

Corridor study has conceptually considered various scenarios with 21 to 30 daily round trips, with some express trips stopping at only a few locations, interspersed with others that stop at more locations at about \$24 to \$42 billion in up-front construction costs.

Outcomes include:

- Ultimate potential to carry 32,000 people an hour (only 12 to 20 percent of total current intercity trips would shift to UHSGT).
- Estimated annual ridership between 1.7 and 3.1 million, conservatively.
- Estimated annual revenue of between \$160 and \$250 million.
- Estimated \$355 billion in economic growth and 200,000 new jobs related to construction and ongoing operation of the service.
- Reduction of 6 million metric tons (tonnes) of CO2 emissions over first 40 years and potential for zero emissions by using clean energy sources (hydro, wind, solar).

As part of program initiation, President Peterson, Director Strickler, and staff have worked with fellow bi-country and state agency partners to reflect the goals, objectives, and principles from the Oregon State Rail Plan and ODOT Strategic Action Plan and Metro's 2040 Growth Concept, Regional Transportation Plan (RTP), Regional Transit Strategy (RTS), Climate Smart Strategy, and Strategic Plan to Advance Racial Equity within the work plan and in a developing vision that will ultimately guide the Cascadia Corridor UHSGT effort. That work has included:

- *Shaping development of the organizational framework and influencing the stakeholder engagement plan:* emphasizing the need for engagement of regional and state partner jurisdictional and transit agency stakeholders as well as representation from community, labor, environment, mobility, and business organizations and recommending engaging stakeholders early and establishing a community advisory committee.
- *Shaping development of the corridor vision and identity document:* building from the regional visions along the corridor, being people and community-focused, supporting community stability, lifting up the 2040 Growth Concept, and aligning with the RTP and its goals for equitable transportation, mobility options, thriving economy, safe system, and climate action and resilience.
- *Assisting in developing the scope and funding plan for the federal Corridor ID proposal and UHSGT scenario analysis:* sharing regional and state work to inform analysis and toward ensuring consistency of both the analysis and recommendations.

POLICY QUESTIONS AND OPTIONS FOR COUNCIL TO CONSIDER

- Are there particular considerations that Metro Council would like to see addressed or emphasized as part of the planning process going forward?
- Are there issues, principles or outcomes that Metro Council would like to see addressed by the Policy Committee and/or Technical Committee?

STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION

Intercity passenger rail and bus service to communities outside of the region provides an important connection to the regional and broader state transit network. Cascadia Corridor UHSGT is an important project identified in Metro's 2018 Regional Transportation Plan (RTP) [transit vision](#) supporting travel to/from our region through a more environmentally-friendly and potentially more equitable alternative than driving or flying. [Policy 5](#) of the RTP identifies the need to "[e]valuate and support expanded commuter rail and intercity transit service to neighboring communities and other destinations outside the region" toward achieving our regional goals. The RTP also acknowledged that more work is needed to determine the partnerships, infrastructure investments and finance strategies needed to support improved intercity passenger service to communities outside the region – key elements of the Cascadia Corridor UHSGT program work. Further, the Climate Smart Strategy provides clear direction to invest more in making our transit system more convenient, frequent, accessible and affordable in order to meet regional sustainability goals and objectives.

ODOT recently (2020) updated the [Oregon State Rail Plan](#) (OSRP) to identify needs and outline solutions for improving passenger rail in the future. OSRP calls for participation in visioning to develop a conceptual corridor assessment and high-level costs for high-speed rail, including identifying actions needed by local, state, and federal agencies to advance development and funding.

The OSRP also calls for supporting [Amtrak Cascades improvements](#) between Eugene-Springfield and Portland – a 125 mile segment of the federally-designated Pacific Northwest Rail Corridor. ODOT recently (2021) studied ways to improve the frequency, convenience, speed and reliability of intercity passenger rail service along this corridor which are documented in a [Tier 1 Draft Environmental Impact Statement](#) which received a Record of Decision (ROD) on April 14, 2021 – marking the end of the National Environmental Policy Act (NEPA) environmental review process. Oregon is now eligible to compete for significant infrastructure grants to improve passenger rail service between Eugene and Portland, including considering high speed rail in the future.

Ultra-high-speed ground transportation is not intended to replace the Amtrak Cascades intercity passenger rail system funded by WSDOT and ODOT. It would be an additional travel option and would serve to promote ridership through connections to other travel modes. Amtrak Cascades trains might connect smaller cities to the ultra-high-speed system and they might even share the same new tracks.

BACKGROUND



Project Timeline

2016-2018 - The State of Washington Governor Jay Inslee and British Columbia Premier Christy Clark issued a memorandum of understanding. At the direction of the WA legislature, a preliminary UHSGT Feasibility Study (2017-2018 Feasibility Study) confirms the viability and demand for the project and is an important first step in understanding and quantifying the potential benefits of a new transportation system in the Cascadia megaregion. The WA legislature directs and approves funding for WSDOT to conduct a business case study. WSDOT was joined by the Oregon Department of Transportation, the Province of British Columbia, and Microsoft as funding partners and oversight contributors via representation on a Steering Committee. An Advisory Group was also formed to provide input from public, private and non-profit representatives from throughout the megaregion.

2019 - The [Business Case Analysis](#) builds on the feasibility report and economic impacts addendum to provide a more comprehensive and detailed picture of the wide range of benefits that would flow to the region from UHSGT.

2020 - Following feasibility confirmation, the [Framework for the Future](#) charted a potential path forward on project governance, strategic engagement, and funding and financing to

advance the UHSGT project. A combination of expert interviews and case study research informs the report’s outline of funding and authorization options and recommendation for the creation of an inter-jurisdictional Coordinating Entity for project initiation activities to work with the community to advance this critical project.

2021 - Governor Brown, Governor Inslee and Premier Horgan (Province of British Columbia) sign a Memorandum of Understanding.

2022-2023

Activities To Date:

- **January:** WSDOT convenes the Policy Committee.
- **March:** Through [ESSB 5689](#) and [SSB 5975](#) the Washington State Legislature allocates funding to support Cascadia Corridor program initiation activities.
- **May:** WSDOT convenes the Technical Committee. FRA establishes the new Corridor Identification and Development (ID) Program.
- **August:** WSDOT and ODOT submit a joint Expression of Interest for the Corridor ID program.

2022-23 Work Plan/Next Steps:

Project overview 



Ongoing Engagement With Policy Committee

Interviews to understand objectives, priorities and current state

Collaboration workshops to share findings and build momentum

Quarterly formal Policy Committee Meetings

- **Late 2022/early 2023 (depending on NOFO timing):** Program team develops and submits the Corridor ID proposal. Program partners represented on the Policy Committee submit letters of support for the proposal.
- **June 30, 2023:** WSDOT submits a report on program progress to the Governor and Washington State Legislature.

Future Work (2023+)

- Establish the coordinating entity. Conduct pre-environmental analysis, conceptual engineering, and stakeholder engagement and develop the funding strategy and future project governance.
- Establish the development entity. Conduct environmental clearance, preliminary NEPA/CEQA engineering and design, risk assessment, and procurement and P3 policies.
- Plan for construction including land acquisition, vehicle procurement and final design.
- Begin construction.

ATTACHMENTS

- A. Cascadia Corridor UHSGT Washington – British Columbia – Oregon MOU (November 16, 2021)
- B. Cascadia Corridor UHSGT Work Plan
- C. Cascadia Corridor UHSGT Charter
- D. Cascadia Corridor UHSGT Corridor ID WSDOT/ODOT Joint Expression of Interest

- Is legislation required for Council action? Yes No
- If yes, is draft legislation attached? Yes No



Washington – British Columbia – Oregon

Memorandum of Understanding (MoU)

On Committing to Advance Activities in Support of an Ultra-High-Speed Ground Transportation Project

WHEREAS, the Cascadia region is facing climate, housing affordability, mobility, and social justice challenges arising from its rapid growth.

WHEREAS, these challenges require a regional effort to develop innovative approaches to transportation, land-use and housing infrastructure that prioritize equity and sustainability while decreasing greenhouse gas emissions.

WHEREAS, transportation sector emissions are a significant source of emissions in Washington, Oregon and British Columbia.

WHEREAS, as Governors of the states of Washington and Oregon and as Premier of the Province of British Columbia, we have worked to align policies and connect our states and province to expand the benefits of regional collaboration to our people, our economy and our environment.

WHEREAS, Washington, Oregon and British Columbia form a mega region that has experienced tremendous growth over the past few decades and will continue to experience growth as a net increase between three and four million people is expected to call the region “home” by 2050.

WHEREAS, this population growth, if not met with innovative and proactive policymaking and development, will magnify existing challenges by increasing the shortage of affordable housing and traffic congestion, worsening the climate crisis, and placing additional strain on our existing transportation infrastructure.

WHEREAS, the burdens of unmanaged growth fall most heavily on low-income individuals who are unable to afford housing within the job centers exacerbating inequity in the Cascadia region.

WHEREAS, bold investments and equitable deployment of clean technologies and modernized infrastructure can both address these challenges in a sustainable manner while creating an infusion of near-term good-paying jobs and long-term economic benefits.

WHEREAS, shared collaboration on technology, supply chain resiliency, climate abatement and emission reductions can be achieved through bringing together governments, companies and communities in implementing innovative solutions from academic experts and the private sector based on our common values, including a shared commitment to the environment, equality, and the entrepreneurial potential of our residents.

WHEREAS, there are opportunities for collaboration in climate mitigation to be significantly enhanced in key sectors, including transportation, ports, sustainable aviation fuels, supply chain efficiency, agri tech and life sciences.

WHEREAS, Washington, Oregon and British Columbia have explored a new Ultra-High-Speed Corridor connecting Portland, Seattle, and Vancouver B.C., with points-in-between, providing faster and more reliable trips between cities and linking to regional transit options.

WHEREAS, recent feasibility studies funded by Washington, Oregon, British Columbia and the private sector have demonstrated a compelling case for an Ultra-High-Speed Corridor that will create good-paying jobs, increase affordable housing options, clean our air, improve safety and reduce traffic.

WHEREAS, a 2019 Business Case Analysis showed that an Ultra-High-Speed Corridor could transport three million riders a year, generate \$250 million USD in annual revenue, reduce six million metric tons of carbon emissions, spur \$355 billion USD in economic growth and create 200,000 new jobs.

WHEREAS, a 2020 Governance and Financing report outlined funding and authorization options and recommended the creation of an inter-jurisdictional Coordinating Entity for project initiation activities to work with the community to advance this critical project.

WHEREAS, the results of a 2021 poll found Washingtonians and Oregonians show strong support for the project in both states, with voters particularly appreciating the benefits that the project would provide for reducing traffic congestion and increasing transportation options, strengthening the regional economy, addressing climate change, and promoting more equitable, affordable connections between jobs and housing.

WHEREAS, the 2020 updated Oregon State Rail Plan calls for participation in visioning to develop a conceptual corridor assessment and high-level costs for high-speed rail, including identifying actions needed by local, state, and federal agencies to advance development and funding.

WHEREAS, in the 2020 BC Throne Speech, the provincial government highlighted the potential for “high speed rail connections with our neighbours to the south” as an objective for the region.

WHEREAS, high-speed rail is consistent with British Columbia’s commitment to reduce emissions by building a more sustainable transportation system as laid out in its CleanBC plan and the CleanBC Roadmap to 2030.

WHEREAS, in July and August 2021, more than 45 business, labor, community organizations and elected officials in Washington and more than 50 in Oregon that support the Ultra-High-Speed Ground Transportation project urged their congressional delegation to include funding opportunities for the project as part of the reauthorization of surface transportation and infrastructure legislation.

WHEREAS, the private sector has been a collaborative partner in the exploration of an Ultra-High-Speed Corridor and is committed to ongoing engagement as the project proceeds.

WHEREAS, the U.S. federal government has joined state and provincial governments and the Government of Canada in making a transformative commitment to the Paris Climate Accords with its Nationally-Determined Commitment (“NDC”) to reduce greenhouse gas emissions by a minimum of 50 percent by 2030, compared to 2005 levels.

WHEREAS, Washington, Oregon and British Columbia stand ready to jointly pursue federal, state and other funding opportunities as they become available.

And, **WHEREAS**, the U.S. federal Infrastructure Investment and Jobs Act and Build Back Better proposals represent an unprecedented commitment to enacting America’s National Determined Contribution and building the jobs and infrastructure of the 21st Century, including Ultra-High-Speed Ground Transportation. Additionally, those two federal proposals provide a unique and timely opportunity for the Cascadia region to compete for future federal funding to support the project.

Now, therefore, be it resolved that:

We commit to establishing a Policy Committee made up of Washington, Oregon and British Columbia designees and representatives from regional planning entities and the private sector to build relationships and coordinate efforts to

advance the project. A lead from the respective government departments or ministries will be identified to spearhead the related activities in each of our jurisdictions and engagement in the Policy Committee.

We commit our states and province to advancing work on the Ultra-High-Speed Ground Transportation project and to pursuing emissions reduction with a focus on equity, inclusion and meaningful community engagement.

We commit to developing an organizational framework that facilitates inclusive input and decision-making.

We commit to reaching out to the public along the Cascadia Corridor through an equitable community outreach and engagement process, coordinated with federal, state, provincial and local legislators, and Indigenous communities to gain support from key decision makers and commit to identifying opportunities to engage stakeholders to support the project.

We commit to jointly preparing for and pursuing federal, state and other funding opportunities as they become available and will identify resources to continue work on the project.

Subject to appropriation, we commit to establishing an inter-jurisdictional Coordinating Entity for project related activities; identifying opportunities to streamline future environmental clearance and initiate the planning and environmental process; and identifying next steps to continue the necessary work to secure support and funding for the Ultra-High-Speed Ground Transportation project.

Recognizing its regional significance, these activities will lay the groundwork for the creation of a formal entity to continue project development while seeking community engagement and input, gaining critical support from decision makers, and positioning the corridor for future funding opportunities and efficient environmental clearance. The Parties agree to convene a leadership meeting within one year to evaluate progress on the above areas and identify additional areas for collaboration to advance the project.

Term and Effect

This MoU shall come into effect upon signature of the three parties below and shall remain in effect for a period of five years and can be renewed or amended with the consent of the parties. Any party may decide to terminate the agreement by notifying the other parties with three months' written notice.

Limitations

The undersigned signatories agree that this MoU shall have no legal effect or impose a legally binding obligation on the state of Washington, the Province of British Columbia or the state of Oregon. None of the parties shall be responsible for the actions of third parties who may participate in the activities outlined in this MoU.

Agreed and signed for the 2021 Cascadia Innovation Corridor Annual Conference, and dated on the 16th day of November 2021.



Jay Inslee, Governor
State of Washington



John Horgan, Premier
Province of British Columbia



Kate Brown, Governor
State of Oregon

2022 UHSGT Policy and Technical Committee Meetings – **DRAFT SCHEDULE**

Date	Meeting Topics	Goals
January 25	Policy Committee 1 - complete <ul style="list-style-type: none"> • Policy Committee purpose • Overview of 2022 project • Future work beyond 2022: Project Initiation 	<ul style="list-style-type: none"> • Introduced the program • Identified Policy Committee members
April 20	Policy Committee 2 - complete <ul style="list-style-type: none"> • New funding for UHSGT • Feedback on draft initial project scope • Structure and membership of Technical Committee 	<ul style="list-style-type: none"> • Reviewed new UHSGT funding • Identified Technical Committee members
May 16	Technical Committee 1 - complete <ul style="list-style-type: none"> • Intros and UHSGT overview • Feedback on draft initial project scope • Feedback on Technical Committee structure 	<ul style="list-style-type: none"> • Introduced the program • Confirmed Technical Committee members
June 6	Technical Committee 2 <ul style="list-style-type: none"> • Update on FRA Corridor ID program & WSDOT consultant strategy • Review draft work program • Developing a UHSGT vision statement • Policy & Technical committee charters 	<ul style="list-style-type: none"> • Define a plan to develop Expression of Interest language • Establish regular meeting series
June	Briefings for WA legislators Welcome legislative members of the Policy Committee and provide briefing on background and expectations	<ul style="list-style-type: none"> • Prep legislative members for Policy Committee

June 27	Technical Committee 3 <ul style="list-style-type: none"> • Review draft expression of interest language • Review draft technical and policy committee charters • Discuss strategy to develop UHSGT vision statement • Review Policy Committee agenda 	<ul style="list-style-type: none"> • TC has provided feedback on Expression of Interest letter • Input on and next steps for charter and vision concepts • Refined Policy Committee agenda
July 6	Policy Committee 3 <ul style="list-style-type: none"> • Fed application process & needs – Corridor ID Program & Expression of Interest • Policy Committee charter – review concept • Next steps for developing a UHSGT program – purpose and need 	<ul style="list-style-type: none"> • Review Expression of Interest • Plan to define UHSGT vision statement • Set strategic goals & parameters for UHSGT charter document
July 11	Technical Committee 4 <ul style="list-style-type: none"> • Continue developing a UHSGT corridor vision statement and charter – review and discuss drafts • Developing & reviewing Corridor ID proposal – update on consultant plan <p>1. (potential) discuss funding commitments</p>	<ul style="list-style-type: none"> • Provide feedback on draft vision statement and charter • Provide feedback on consultant approach
July 25	Technical Committee 5 <ul style="list-style-type: none"> • Review progress toward Corridor ID proposal • Finalize UHSGT vision statement and charter 	<ul style="list-style-type: none"> • Prepare for Policy Committee review of Corridor ID Proposal • Prepare UHSGT vision statement and charter for Policy Committee
August 8	Technical Committee 6 <ul style="list-style-type: none"> • UHSGT Program Vision • Consultant integration 	<ul style="list-style-type: none"> • Participants agree on an approach to complete the vision document • Participants are up to date on consultant onboarding
August 22	Technical Committee 7 <ul style="list-style-type: none"> • Finalize UHSGT Program vision for Policy Committee • Finalize revised charter for Policy Committee • Consultant work plan 	<ul style="list-style-type: none"> • Vision document is ready for Policy Committee engagement and input • Revised charter is ready for Policy Committee adoption

		<ul style="list-style-type: none"> Participants have provided input on consultant work plan
September 12	Policy Committee 4 <ul style="list-style-type: none"> Review/endorse UHSGT Program Vision Review/endorse UHSGT charter Consultant work plan & 6-month goals update 	<ul style="list-style-type: none"> UHSGT charter with vision ready to be signed by partners UHSGT project team has received Policy Committee input on 6-month plan
September 19	Technical Committee 8 <ul style="list-style-type: none"> Detailed plan for Corridor ID Program proposal development and UHSGT strategy 	<ul style="list-style-type: none"> Participants have an approach to support and guide the project team
October 3 – December 12	Technical Committee 9-14 <ul style="list-style-type: none"> Support development of Corridor ID Program proposal Support development of UHSGT Program Initiation strategy 	<ul style="list-style-type: none"> Corridor ID Proposal and UHSGT strategy ready for endorsement Project team has necessary support to develop federal funding proposal
October – November	Committee Member Interviews <ul style="list-style-type: none"> Develop and refine UHSGT vision elements Develop and refine UHSGT scenarios for analysis Quarterly Collaboration Workshops Begin	
Dec 8	Policy Committee 5 <ul style="list-style-type: none"> Review and provide input for draft FRA Corridor ID proposal Review and provide input on Program Initiation strategy, incl. stakeholder engagement strategy 	<ul style="list-style-type: none"> UHSGT Corridor ID proposal ready to be submitted UHSGT project team ready to develop scopes of work to meet leg. requirements
Future work	<ul style="list-style-type: none"> Finalize and submit Corridor ID Program proposal Develop and endorse UHSGT scenario analysis Develop recommendations for UHSGT Coordinating Entity Develop and endorse stakeholder engagement plan 	

Interim UHSGT Policy and Technical Committee Charter

The purpose of this document is to establish **interim** standard operating procedures and describe roles and responsibilities for the Cascadia Corridor Ultra-High-Speed Ground Transportation (UHSGT) Policy and Technical Committees. This charter will be reviewed and reconsidered at key milestones in the project, including upon award of US federal funding.

PROJECT OVERVIEW

Project Background: In 2021, Governor Jay Inslee, Governor Kate Brown and Premier John Horgan signed an MOU committing each government to partner in advancing UHSGT in the Cascadia corridor. The MOU committed the entities to:

- Establishing a Policy Committee with representatives from Washington, Oregon, B.C., regional planning entities and the private sector.
- Advancing UHSGT work with a focus on equity, emissions reduction, inclusion, and community engagement
- Developing an organizational framework that facilitates inclusive input and decision-making
- Conducting an equitable community outreach and engagement process along the Cascadia corridor, coordinated with legislators
- Jointly pursuing funding opportunities to continue the project

The MOU states, “these activities will lay the groundwork for the creation of a formal, legal entity to continue project development while seeking community engagement and input, gaining critical support from decision makers and positioning the corridor for future funding opportunities and efficient environmental clearance.”

Project Scope: In 2022, the Washington Legislature provided \$4 million in funding (ESSB 5689, Sec. 223) to commence the UHSGT work envisioned by the MOU. Currently, the project is in the program initiation phase, with a scope of work defined by the 2022 legislative proviso as described below.

- a. Developing an organizational framework that facilitates input in decision-making from all parties;
- b. Developing a public engagement approach with a focus on equity, inclusion, and meaningful engagement with communities, businesses, federal, state, provincial, and local governments including indigenous communities;
- c. Developing and leading a collaborative approach to prepare and apply for potential future federal, state, and provincial funding opportunities, including development of strategies for incorporating private sector participation and private sector contributions to funding, including through the possible use of public-private partnerships;
- d. Beginning work on scenario analysis addressing advanced transportation technologies, land use and growth assumptions, and an agreed to and defined corridor vision statement; and

CASCADIA ULTRA-HIGH-SPEED GROUND TRANSPORTATION COMMITTEE CHARTER

- e. Developing a recommendation on the structure and membership of a formal coordinating entity that will be responsible for advancing the project through the project initiation stage to project development and recommended next steps for establishment of the coordinating entity. Project development processes must include consideration of negative and positive impacts on communities of color, low-income households, indigenous peoples, and other disadvantaged communities.

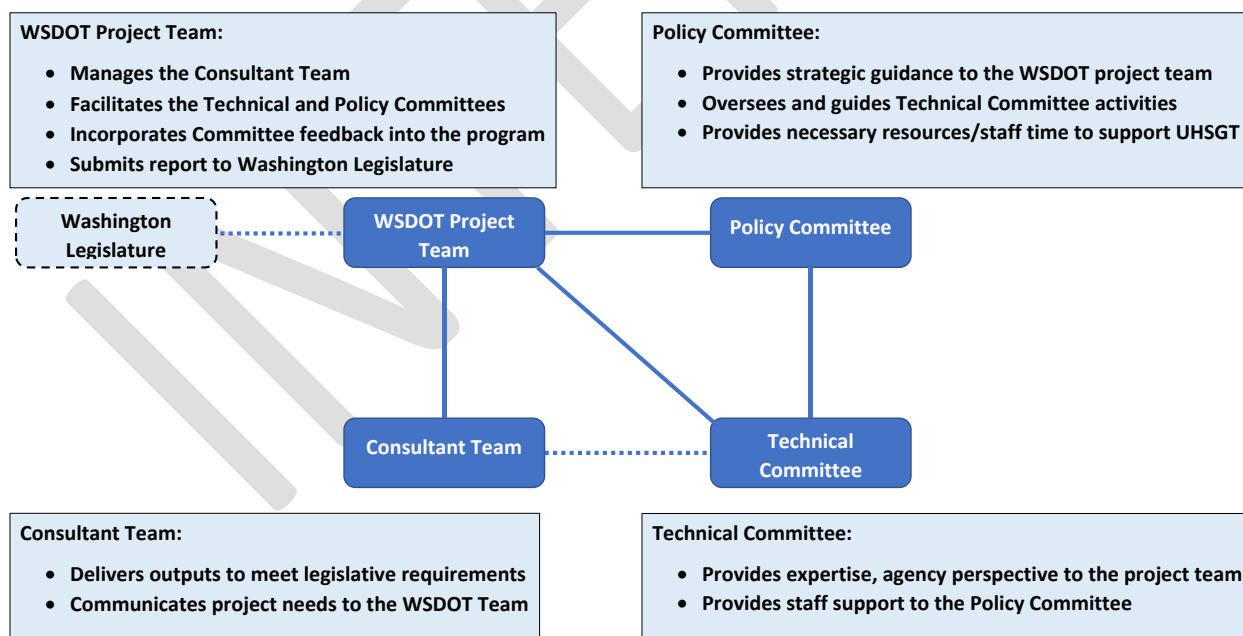
If additional funding or direction is provided in the future, the project scope will be revised.

Project Schedule: UHSGT work will be carried out in several phases. In the short-term, the UHSGT team is working toward several key milestones:

- Q4 2022: Developing and leading a collaborative approach to prepare and apply for potential future funding in response to a federal Notice of Funding Opportunity (anticipated).
- Through summer 2023: developing and implementing other legislative requirements as appropriate
- June 2023: Delivering a report to the Washington legislature on the progress completing work elements in the budget proviso.

The project scope may also need to be revised should the project receive federal assistance and based on project demands that arise.

Organizational structure



COMMITTEE OVERVIEW

CASCADIA ULTRA-HIGH-SPEED GROUND TRANSPORTATION COMMITTEE CHARTER

Purpose: The Policy Committee will provide corridor leadership and policy guidance on UHSGT planning and program initiation work. Policy Committee members will support UHSGT program initiatives and provide input on decisions at key milestones. The Technical Committee will engage in regular dialogue and issue review and resolution with the UHSGT team and provide staff-level support to Policy Committee member understanding and decision-making. The UHSGT committees will discuss topics of relevance to UHSGT work, provide constructive feedback, and contribute the necessary resources to advance the program.

PARTICIPATION

Membership commitment: Policy and Technical Committee member organizations will designate staff to appropriately represent the organization at committee meetings. Committee members will review briefing materials or decision documents prior to meetings. Committee members will contribute with a sense of ownership and respect towards others' priorities and needs.

Member organizations

	Policy Committee Representative	Technical Committee Representative
B.C. Ministry of Transportation	✓	✓
B.C. Intergovernmental Relations Secretariat	✓	
Translink	✓	
Washington Department of Transportation	✓	✓
Washington State Legislature—House of Representatives	✓	
Washington State Legislature—Senate	✓	
Puget Sound Regional Council	✓	✓
Oregon Department of Transportation	✓	✓
Oregon Metro	✓	✓
Cascadia Innovation Corridor	✓	

CASCADIA ULTRA-HIGH-SPEED GROUND TRANSPORTATION COMMITTEE CHARTER

Alternates: Named committee members are encouraged to attend all meetings. If alternates must attend in their place, they will have the same responsibility of standing members. Alternates are requested to keep members they're substituting for up-to-date on pertinent information throughout the process.

ROLES AND RESPONSIBILITIES

Policy Committee Members: Policy Committee members bring unique perspectives to the Committee and are encouraged to work collaboratively toward a shared vision. The goal is for members to become informed about the work, meaningfully contribute to the discussion, and serve as an ambassador to the interests, areas, and communities they represent. Specifically, Policy Committee members will:

- Work with their staff on the Technical Committee to understand the scope of the issues, and potential approaches to reach solutions
- Speak openly and directly about challenges or concerns with specific UHSGT issues
- Bring a valuable and informed perspective and contribute useful information to the process
- Attend meetings and follow through on promises and commitments
- Work collaboratively, constructively, and creatively to help advise the UHSGT project team
- Abide by the ground rules
- Meet on a quarterly basis unless otherwise provided for by the committee
- Reach consensus in a collaborative environment when key policy direction is needed

Technical Committee Members: Technical Committee members engage in greater detail about UHSGT issues to identify key decision points for Policy Committee discussion. Like the Policy Committee, members should become informed about the issues, contribute useful information to the discussion, and serve as an accurate and objective information conduit with others outside of UHSGT work. Specifically, Technical Committee members will:

- Engage with Policy Committee members to keep them informed about UHSGT issues and key decision points
- Speak openly and directly about challenges or concerns with specific UHSGT issues
- Bring a valuable and informed perspective and contribute useful information to the process
- Attend meetings and follow through on promises and commitments
- Work collaboratively, constructively, and creatively to help advise the UHSGT project team
- Abide by the ground rules
- Meet on a more regular basis with a cadence necessary for meeting the roles and responsibilities of the committee

WSDOT Project Team: The WSDOT Project Team is responsible for administering the program, managing consultant work, and for meeting legislative requirements for UHSGT commensurate with available resources. They will work to facilitate corridor dialogue, advance the administrative elements of the project, manage consultant support, and maintain operation of the Policy and Technical Committees. Specifically, the WSDOT team will:

CASCADIA ULTRA-HIGH-SPEED GROUND TRANSPORTATION COMMITTEE CHARTER

- Manage program administration and the work necessary to meet legislative requirements, while incorporating input from the Policy and Technical committees
- Provide a process that supports constructive and productive dialogue and stays focused on the scope of work for Policy and Technical Committee meetings
- Provide data and facts to support the UHSGT committee process and work with committee members to ensure their ability to represent the concerns and interests of their organizations
- Ensure support for open, balanced, respectful dialogue and interest-based problem-solving and conflict resolution
- Track areas of alignment and divergence, recommendations, and next steps
- Submit report to Washington legislature

PROCESS

The Policy Committee is anticipated to play a role in advancing several key milestones for the project, including:

- Developing the project vision, advising the WSDOT Project Team on scenario analysis, and reviewing and making recommendations on UHSGT scenario analysis outputs
- Advising the WSDOT Project Team on and reviewing and making recommendations for UHSGT coordinating entity structure
- Advising the WSDOT Project Team on community engagement strategies and reviewing and making recommendations on stakeholder engagement plan
- Advising the WSDOT Project Team on the approach to developing, as well as reviewing, making recommendations, and endorsing federal grant application(s)

Decision-Making: The Policy Committee will practice consensus decision-making. For each topic of discussion, Policy Committee members will seek general agreement and an acceptable resolution that can be supported by the group moving forward. Consensus means that Policy Committee members can live with the recommendation, it aligns with their interests and obligations, and can be supported by the committee member. Policy Committee members are committed to reaching decisions and developing recommendations collaboratively to achieve concurrence and build support from partners.

If the Policy Committee cannot reach consensus on a recommendation, the outcome of the discussion will be documented, reflecting the diverse interests represented among Policy Committee members. The UHSGT Team leadership will carry forward the documented outcome along with a recommended course of action to the appropriate decision maker.

The Technical Committee will not be a decision-making body, but instead frame up issues for Policy Committee member discussion.

CASCADIA ULTRA-HIGH-SPEED GROUND TRANSPORTATION COMMITTEE CHARTER

Communications (subject to public disclosure laws)

- **Email:** Email will serve as the primary communication mechanism with the Policy Committee between meetings.
- **Meetings:** In-person Policy Committee meetings are preferred when it's safe and beneficial to do so. Technical Committee meetings will be virtual.
- **Contact list:** A current contact list, including email and phone numbers of Policy Committee and Technical Committee members will be maintained by the facilitator.

Committee Ground Rules

- Honor the agenda
- Come to committee meetings prepared
- Treat one another with civility
- Respect each other's perspectives
- Listen and participate actively
- Speak from interests, not positions
- Seek common ground

DOCUMENTATION

Meeting Summaries: Meeting summaries will capture key discussion points, action items, and areas of agreement. Meeting summaries will not be transcripts of the meeting. Draft summaries will be circulated to the Policy Committee for review and comment. The facilitator will incorporate comments as appropriate into the final summary.

MEETING SCHEDULE: 2022-2023

The Policy Committee shall meet quarterly through the end of 2023 for 90-minute virtual meetings. If agreed to by Policy Committee members, occasional in-person meetings may be scheduled at a location acceptable to members. The Technical Committee will meet every two weeks for 60-minute virtual meetings. Technical Committee meetings may be changed to monthly following submission of the federal funding application.

CHARTER ADOPTION AND AMENDMENT



August 1, 2022

The Honorable Pete Buttigieg
Secretary, U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

RE: Federal Rail Administration Docket No. FRA-2022-0031 Expression of Interest

Dear Secretary Buttigieg:

This letter is intended to serve as an expression of interest in response to the May 12, 2022, Notice of Establishment of the Corridor Identification and Development Program. The Washington State Department of Transportation (WSDOT) and Oregon Department of Transportation (ODOT) look forward to jointly submitting a proposal for a Cascadia Corridor under the program. The proposal will be developed in collaboration with the Province of British Columbia, Canada.

The proposed Cascadia corridor will strengthen connections between Metro Vancouver, B.C., and the metropolitan areas of Seattle, WA, Portland, OR and Eugene, OR. The corridor includes a new ultra-high speed ground transportation system combined with substantial improvements and continued support for Amtrak Cascades service. These systems will work in tandem to connect economies, communities, and transportation systems across our Cascadia corridor, building on past investments, reflecting current priorities, and meeting the needs of our future.

WSDOT and ODOT appreciate this opportunity to respond to the Notice of Establishment. Please contact Ron Pate, WSDOT Rail Freight, and Ports Division Director at paterd@wsdot.wa.gov and Karyn Criswell, ODOT Public Transportation Division Administrator at Karyn.C.Criswell@odot.state.or.us with any questions regarding this submittal.

Sincerely,

Roger Millar, PE, FASCE, FAICP
Washington Secretary of Transportation

Kris Strickler
Director, Oregon Department of Transportation

cc: Ron Pate, WSDOT
Karyn Criswell, ODOT

Materials following this page were distributed at the meeting.

Cascadia Ultra-High-Speed Ground Transportation



Council Presentation

December 6, 2022

Ally Holmqvist | Senior Transportation Planner
Metro

Jennifer Sellers | Rail Operations and Statewide Multimodal Network Unit Manager
Oregon Department of Transportation

Jason Beloso | Strategic Planning Manager
Washington State Department of Transportation

MOU (November 2021)

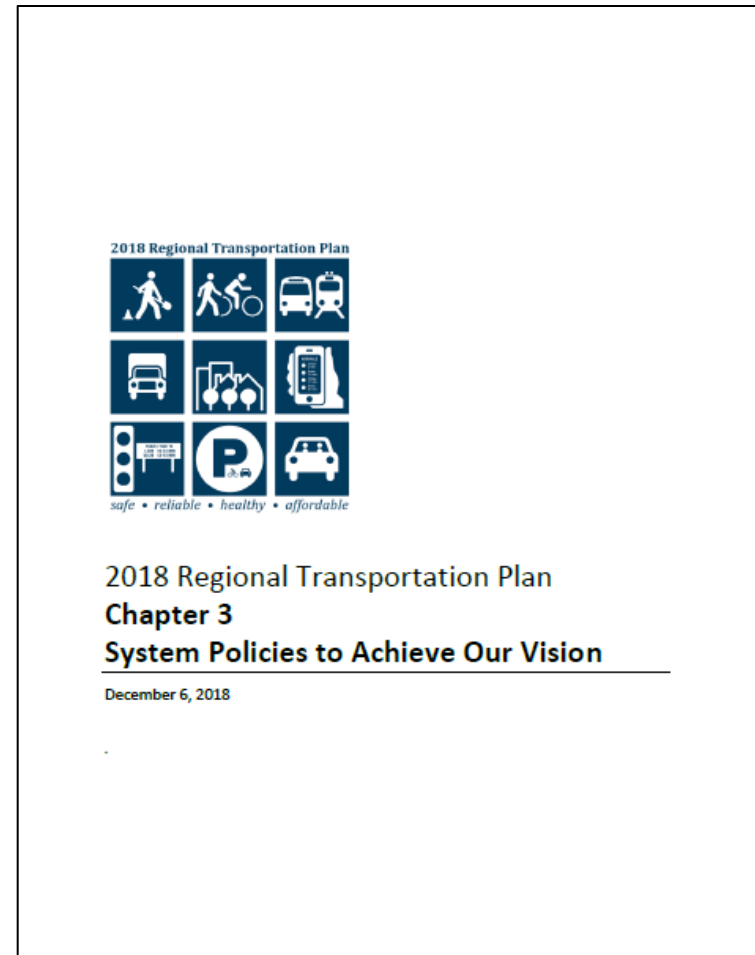
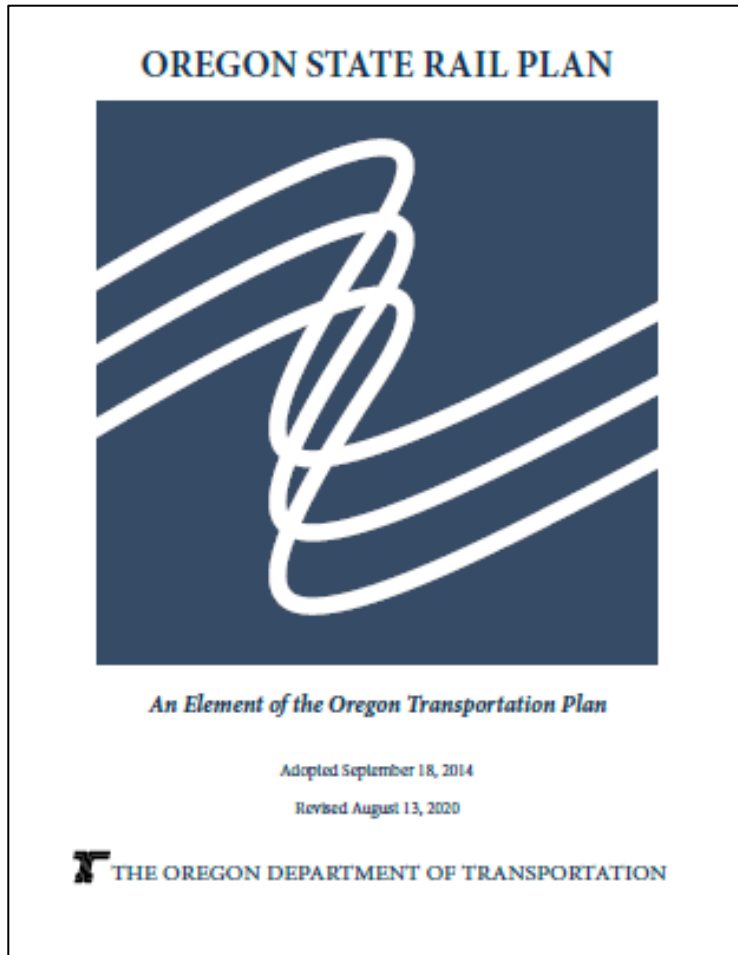


Washington – British Columbia – Oregon

Memorandum of Understanding (MoU)

**On Committing to Advance Activities
in Support of an Ultra-High-Speed Ground Transportation Project**

Oregon State Rail Plan and Regional Transportation Plan



UHSGT Program Context

- UHSGT is at the very beginning – **no major decisions** have been made
- We have **not started planning** for **alignments** or **station locations**
- UHSGT is a **partnership** between OR, WA, and BC – we see Oregon Metro leadership as critical
- It's important to **get this right**, even if it takes time



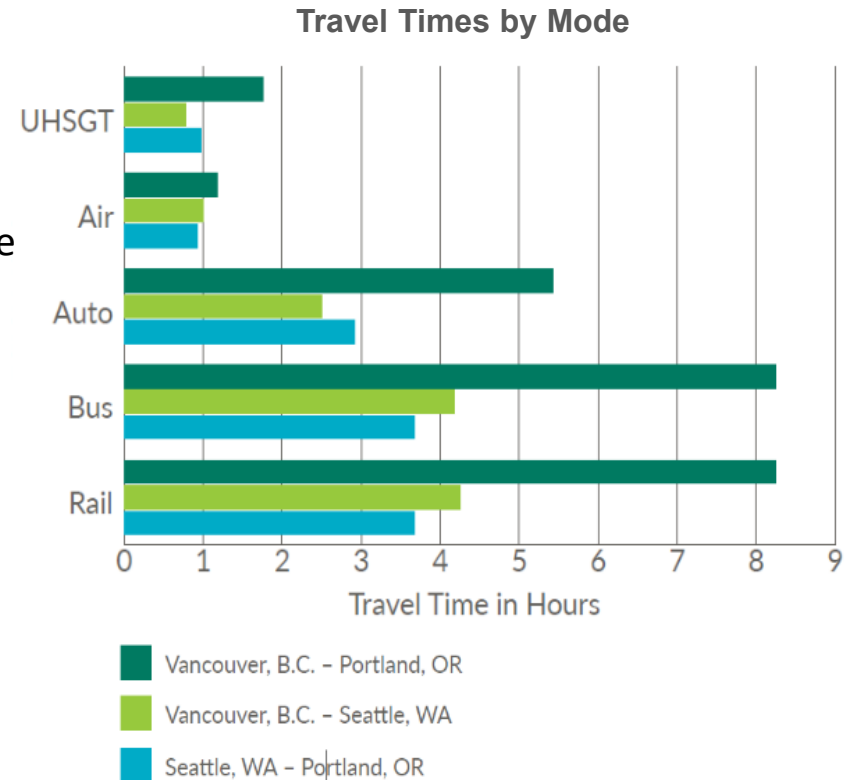
UHSGT overview

Summary

- Linking **Seattle, Portland, and Vancouver, BC metros**, with possible additional stops in between
- Speeds up to **250 mph (400 kph)**
- **Connections** to existing trains, transit, and rideshare options
- Anticipates **public and private investment**
- Estimated **economic growth** potential in excess of \$355 billion USD, with 200,000 new jobs related to construction and ongoing operations
- **Offsets** 6 million metric tons of CO₂ emissions

Goals

- **Efficient, equitable, and sustainable mobility**
- **Regional integration**
- **Economic growth and innovation**



Maximizing program value and benefit



Planning considerations

- Environmental and social **equity** needs to be at the forefront of decisions
- Balance possible transformations in small towns and weighing **job opportunities** with **quality of life** issues
- Promote innovation and **future industries**
- Encourage **infill development** possibilities and **high-capacity corridors**
- Enhance **connections** across industry clusters and transportation systems
- Advocate megaregion's future growth potential in **global market**

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

CASCADIA UHSGT FRAMEWORK FOR THE FUTURE

DEVELOPMENT ENTITY

- Environmental Clearance
- Preliminary (NEPA/CEQA)
- Engineering/Design
- Risk Assessment
- Procurement and P3 Policies

CONSTRUCTION

- Land Acquisition
- Vehicle Procurement
- Final Design
- Construction



FEASIBILITY STUDY
(2017-2018)

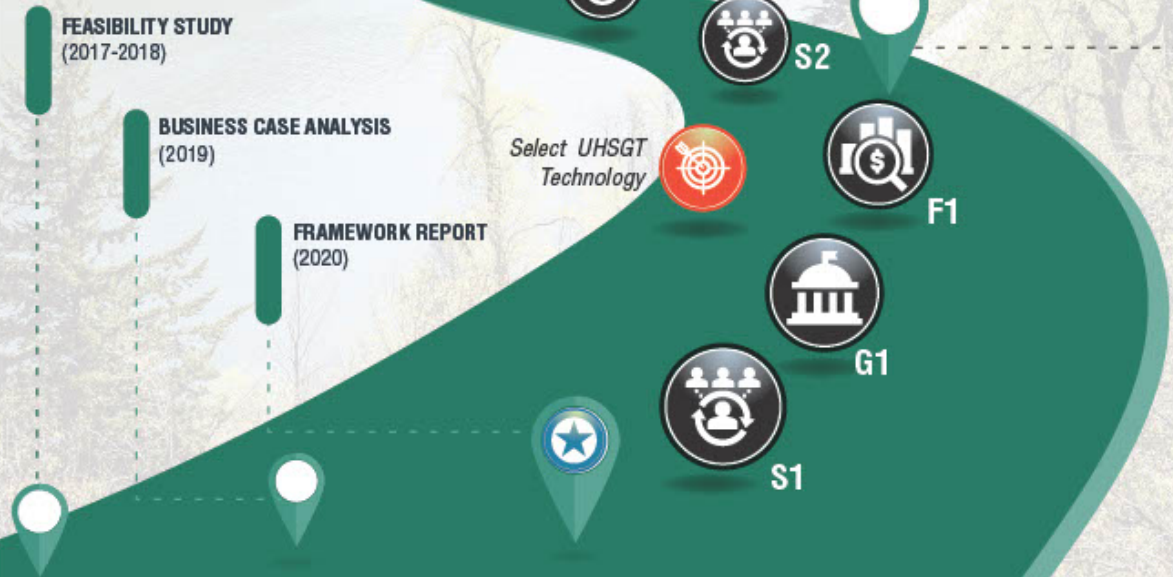
BUSINESS CASE ANALYSIS
(2019)

FRAMEWORK REPORT
(2020)

Select UHSGT
Technology

COORDINATING ENTITY

- Pre-Environmental Analysis
- Conceptual Engineering
- Stakeholder Engagement
- Future Project Governance
- Funding Strategy



Recent developments

Memorandum of Understanding

- BC, WA, and OR, signed November 2021
- Commits to **implementing** project initiation next steps

UHSGT Policy Committee

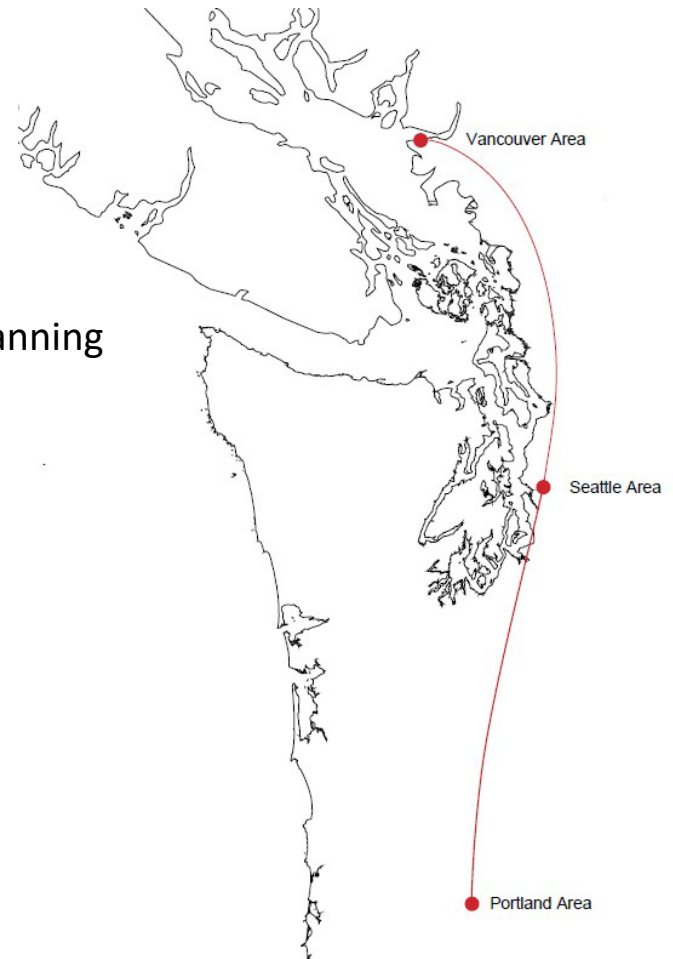
- Executive-level body representing transportation and planning agencies from BC, WA, and OR
- Coordinate and guide project initiation implementation

WA State 2022 legislative session

- Transportation budget included \$4M for next steps
- Legislation included \$150M for match of federal grant opportunities

US Federal Bipartisan Infrastructure Law (BIL)

- Signed into law in 2021
- Federal Railroad Administration Corridor ID Program May 2022



2022 legislative direction

Develop an organizational framework

- Build support from political **leadership**
- Develop enabling **agreement**

Prepare and apply for funding

- Pursue **federal** funding from established and new funding programs
- Engage state/provincial governments and **regional stakeholders** to develop action plans for corridor funding
- Initiate conversations with interested private parties regarding **private contributions** and align **financing strategy** with project delivery approach

Develop a public engagement approach

- Increase **awareness** and **education**
- implement robust, deep, and equitable **engagement** approach
- Build a broad **coalition** of support and develop a corridor **vision** and **identity**

Begin scenario analysis

- Address **new technologies** and **growth assumptions**
- Integrate into state, regional and local **transportation plans**, including **growth management** plans

Develop recommendation for Coordinating Entity

- **Structure and membership** for a formal entity to advance the program through project initiation
- Recommended **next steps** to establish the entity

Source: AECOM

Policy and technical committee work to date

- Charter
- Program Vision
- Stakeholder Interviews
 - Consultant Work Plan
 - Engagement Plan
 - Funding
- FRA Corridor ID Program
 - Expression of Interest
 - Application Proposal



Puget Sound Regional Council



Cascadia
Innovation
Corridor

U.S. Federal Railroad Administration

Corridor Identification & Development Program

Federal Railroad Administration

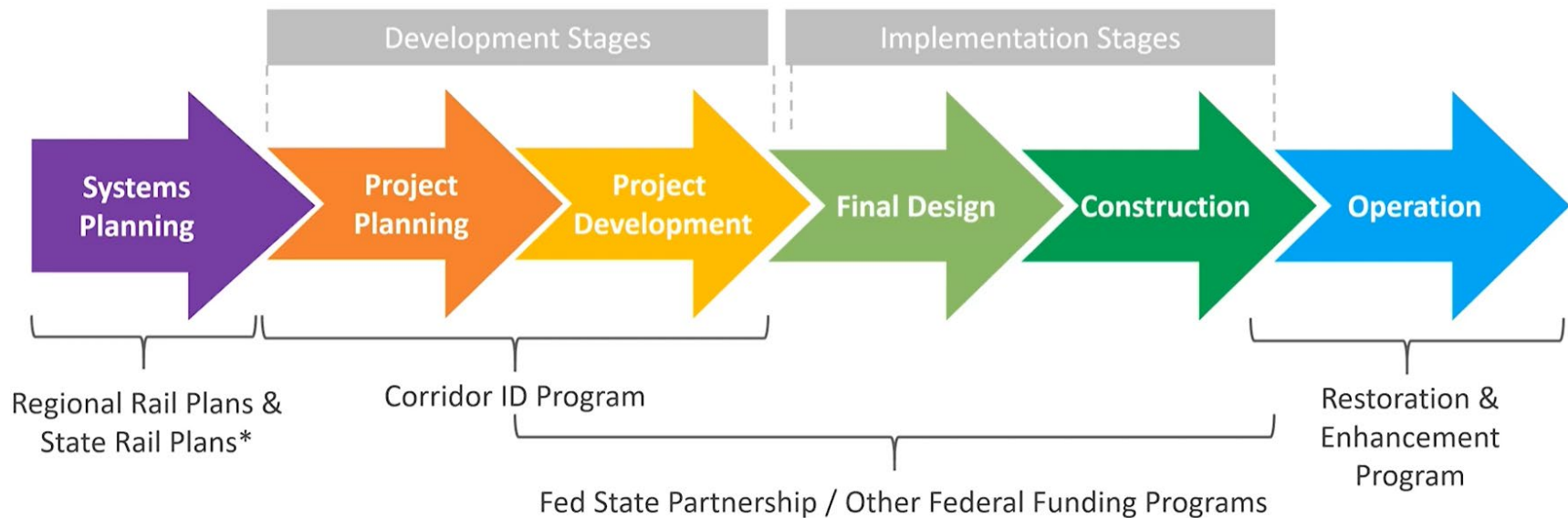
- **Corridor Identification & Development:** <https://www.regulations.gov/document/FRA-2022-0031-0001>
- **WA/OR Expression of Interest:** <https://www.regulations.gov/docket/FRA-2022-0031/comments>
- **Webinar | September 27, 2022:** <https://youtu.be/WSW9DOco13s>

Webinar Takeaways

- The **NOFO is expected in December 2022** with a 45-60-day turnaround
 - Benefit-cost analysis not required
- The Corridor ID Program is intended to be **the main source of funding for project planning**
 - Fed-State Partnership funding focused on design and construction
- **Corridor ID will be a multiyear funding program** once accepted into the program

Corridor Identification & Development process

FRA Project Lifecycle Stages – Corresponding FRA Funding Programs



*Regional Rail Planning and State Rail Plans may be funded through other FRA funding programs.

Corridor Identification & Development steps

Corridor ID Funding—Development Stages

	Development Stages				
	Expression of Interest	Submission of Corridor Proposal	Project Planning Step 1: SDP Scoping & Program Initiation	Project Planning Step 2: Service Development Planning	Project Development Step 3
Key Activities	<ul style="list-style-type: none"> Submit expression of interest to docket 	<ul style="list-style-type: none"> Submit corridor proposal in response to upcoming solicitation 	<ul style="list-style-type: none"> Sponsor creates the capacity necessary to undertake the service planning effort Sponsor develops scope, schedule, and budget for planning effort 	<ul style="list-style-type: none"> Sponsor, in collaboration with FRA, prepares service development plan for corridor 	<p><i>For a Phase of Implementing Corridor</i></p> <ul style="list-style-type: none"> Sponsor completes environmental review Sponsor completes PE
Prerequisites	None	None	<ul style="list-style-type: none"> Selection of Corridor 	<ul style="list-style-type: none"> Completion of Step 1 	<ul style="list-style-type: none"> Completion of Step 2 Phase likely to be implemented Phase likely to benefit IPR Service
Binding Commitment	None	None	Delivery of scope and cost estimate for SDP	Completion of SDP, approved by FRA	Completion of PE / NEPA for phase
Funding	None	None	~\$500k “seed money,” 0% match <i>(Unspent funds carry forward)</i>	\$XX determined through scoping effort, 10% match	\$XX determined through SDP, 20% match

14
Source: FRA

Corridor proposals and look ahead

Proposals are expected to describe

- **Corridor characteristics**
 - Identify key geographic travel markets
- **Program readiness**
 - Demonstration of existing/future level of commitment
 - Legal, technical, financial capability and capacity
 - Ability to provide future non-federal share and demonstration of secured funding
- **14 statutory evaluation/selection criteria**

Current State and Gap Identification

(Sept '22 - Nov '22)



Federal Funding and Grant Application Support

(Oct '22 - Feb '23)



Strategic Advisory and Program Governance

(Dec '22 - Jun '23)

Additional information

Ultra-High-Speed Ground Transportation Study

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

“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*

“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*

“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*