

From: "Johnston, Sadhu" <Sadhu.Johnston@vancouver.ca>

To: "Direct to Mayor and Council - DL"

CC: "City Manager's Correspondence Group - DL"
"Dobrovolny, Jerry" <jerry.dobrovolny@vancouver.ca>

Date: 7/11/2019 6:56:12 PM

Subject: Memo - Ultra-High Speed Ground Transportation in Cascadia Corridor

Attachments: ENG - Memo to Mayor and Council - Ultra-High Speed Ground Transportation....pdf

Greetings Mayor and Council,

Please see the attached memo from Jerry Dobrovolny with regards to Ultra High-Speed Ground Transportation in the Cascadia Corridor. A short summary of the memo is as follows:

- ☐ The Business Case Analysis is now complete and will be presented to the Washington State Legislature in July 2019.
- ☐ WSDOT is studying ultra-high-speed connections between Vancouver, Seattle, and Portland, with possible travel times of approximately an hour between each city.
- ☐ UHSGT will support equitable access of intercity trips in a more sustainable mode, and provides significant economic growth potential to the benefit of the entire Cascadia Megaregion.
- ☐ The City of Vancouver has made no direct financial contributions to the project during this initiation phase.
- ☐ The study findings will provide useful context to the current update to the Regional Transportation Strategy (Transport 2050) and the City-wide planning process.

If you have any questions, please feel free to contact Jerry Dobrovolny at 604-873-7331 or jerry.dobrovolny@vancouver.ca.

Best,
Sadhu

Sadhu Aufochs Johnston | City Manager
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Pronouns: he, him, his



The City of Vancouver acknowledges that it is situated on the unceded traditional territories of the Musqueam, Squamish, and Tsleil-Waututh peoples.

MEMORANDUM

July 11, 2019

TO: Mayor and Council

CC: Sadhu Johnston, City Manager
Paul Mochrie, Deputy City Manager
Lynda Graves, Administration Services Manager, City Manager's Office
Rena Kendall-Craden, Civic Engagement and Communications Director
Katrina Leckovic, City Clerk
Neil Monckton, Chief of Staff, Mayor's Office
Alvin Singh, Communications Director, Mayor's Office
Anita Zaenker, Chief of Staff, Mayor's Office
Lon LaClaire, Director of Transportation

FROM: Jerry Dobrovolny
General Manager, Engineering Services

SUBJECT: Ultra-High Speed Ground Transportation (UHSGT) in the Cascadia Corridor

This memorandum is to provide background information and a status update on the recently completed business case analysis of the Ultra High Speed Ground Transportation (UHSGT) study between Vancouver, British Columbia and Portland, Oregon, carried out by the Washington State Department of Transportation (WSDOT).

In 2017-2018 WSDOT undertook a preliminary UHSGT study that constituted an important first step in understanding and quantifying the potential benefits of a new ultra-high-speed transportation system in the Cascadia megaregion. The preliminary study highlighted many positive indications and therefore it was recommended that the project advance a business case assessment to obtain a more comprehensive understanding of the wide range of benefits that would be realized with an investment in UHSGT. The Business Case Analysis is now complete and will be presented to the Washington State Legislature in July 2019.

An advisory group of approximately 30 members from the public and private sectors (which included the City of Vancouver, the City of Surrey, TransLink and the Province of British Columbia) representing economic, transportation, and jurisdictional interests throughout the study corridor informed and advised the project team as the analysis developed. The analysis was completed in June 2019.

Project Overview

WSDOT is studying ultra-high-speed connections between Vancouver, Seattle, and Portland, with possible travel times of approximately an hour between each city.

WSDOT, the Oregon Department of Transportation (ODOT), the Province of British Columbia and Microsoft all contributed funding for a business case analysis of the system. The analysis looked at corridor options, general station locations, potential ridership and revenue, potential governance structures, economic impacts, costs, and financing options.

The project does not define a specific technology; however, UHSGT is intended to be very fast. Speeds are anticipated to reach more than 400 km/hour, making the trip from end-to-end (Vancouver to Portland) possible in just two hours. The current analysis evaluated a variety of different scenarios that included both express and local service that form the spine, with trains stopping at different stations along the corridor depending on their service function. Both express and local service would run on the same corridor.

Impacts and Next Steps

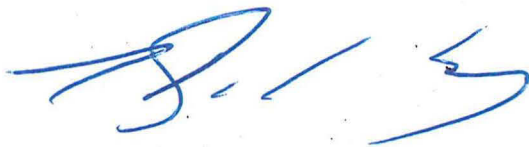
UHSGT will support equitable access of intercity trips in a more sustainable mode, and provides significant economic growth potential to the benefit of the entire Cascadia Megaregion. It will alleviate traffic and transit congestion while encouraging greater regional collaboration in research, economic development and business innovation, as well as creating additional potential for tourism, social ties, and solidification of the Cascadia Corridor connection.

The high capital cost associated with delivering this project and existing pressures on infrastructure funding, will require the reallocation of current funding or creation of new revenue sources. Some of the early concepts for funding sources could have significant impacts on the City and Region, such as land value capture or congestion pricing.

The City of Vancouver has made no direct financial contributions to the project during this initiation phase. It has provided staff time in-kind as part of the project advisory group. There are currently no active requests to the City of Vancouver to contribute for future phases. The Province of British Columbia has directly contributed funding to the project development.

The study findings will provide useful context to the current update to the Regional Transportation Strategy (Transport 2050) and the City-wide planning process. Staff will provide further relevant updates, including links to final reports, once these become publicly available.

If you have any questions or concerns, please contact me at jerry.dobrovolny@vancouver.ca or 604.873.7331.



Jerry W. Dobrovolny, P.Eng., MBA
General Manager, Engineering Services

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