



Cascadia High-Speed Rail Project

Presentation for BC Business Coalition for
Cascadia High Speed Rail
February 28th, 2024



Washington State
Department of Transportation



**BRITISH
COLUMBIA**

Ministry of
Transportation
and Infrastructure

Project Overview

- Potential high-speed rail (HSR) spanning from Vancouver to Seattle and Portland
- Speeds of up to 400km an hour
- Connection from Vancouver to Seattle would take approximately 1 hour
- Supports improved connectivity, trade and transportation, and addresses climate change
- Project is entering into the planning stage



Project History

- 2018: BC-Washington MOU
- 2018: Feasibility Study and Economic Impacts Addendum
- 2019: Business Case Study
- 2020: Framework for the Future
- 2021: BC-Washington-Oregon MOU to advance UHSGT Project
- 2022: Washington State Legislature Funding
- 2023: Project selected to enter the Corridor Identification Development Grant Program



Cascadia High-Speed Rail and I-5 Program

- Consistent with legislative direction, WSDOT integrated the I-5 Study and Cascadia High-Speed Rail into one program.
- Leverages opportunities, maximizes existing resources, and addresses future needs including regional growth.
- HSR planning in partnership with British Columbia and Oregon, close coordination with air mobility and Amtrak Cascades.
- Supports investments that lead to an equitable, resilient transportation system.



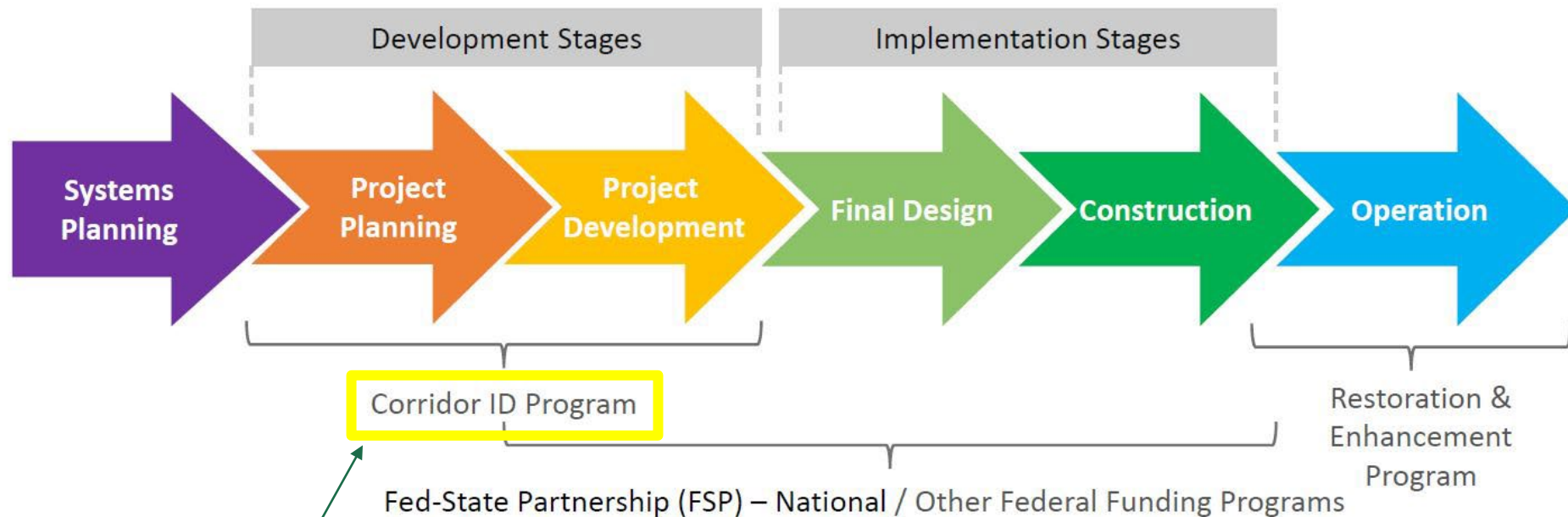
U.S Federal Funding Update

- In early 2023, two HSR applications were submitted to the Federal Rail Administration (FRA):
 - Corridor Identification and Development Program (CID)
 - Federal-State Partnership for Intercity Rail Grant Program (FSP)
- Cascadia HSR as well as Amtrak Cascades were accepted into the CID Program
- FSP funding was not awarded
- Statement from Federal Railroad Administrator, Amit Bose:

*Corridor selections announced today create a strong pipeline of projects that will drive future passenger rail expansion in America, and the **Federal Railroad Administration is particularly excited about the potential of the Cascadia High-Speed Rail Corridor** selected through FRA's Corridor Identification and Development Program, said FRA Administrator Amit Bose. This program provides the necessary tools to advance the Cascadia Corridor, and FRA is eager to work with the Washington State Department of Transportation and other stakeholders to do just that.*

FRA Pipeline: Project Lifecycle Stages

FRA Project Lifecycle Stages – Corresponding FRA Funding Programs



Corridor Identification and Development Program (CID)

- WSDOT received a \$500,000 grant through the CID Program for Step 1 activities, which include developing scopes, schedules, and cost estimates for preparing a Service Development Plan (SDP).
- The Step 1 Project Management Plan has been submitted after review by all partners
 - It is currently pending review and approval by the FRA.

Grant	Step 1: Scoping	Step 2: Service Development Plan	Step 3: Preliminary Engineering / NEPA
Funding	\$500k / 0% match	\$X / 10% match (<i>\$X determined during Step 1</i>)	\$X / 20% match (<i>\$X determined during Step 2</i>)
Scope	<ul style="list-style-type: none"> Using SDP SOW framework, sponsor develops scope, schedule, and budget for Corridor SDP, accounting for work ongoing and/or undertaken to date 	<ul style="list-style-type: none"> Sponsor develops a service development plan in accordance with Corridor SOW and in coordination with FRA 	<ul style="list-style-type: none"> In coordination with FRA, sponsor completes preliminary engineering for capital projects Sponsor completes environmental review in coordination with FRA for capital projects
Notes	<ul style="list-style-type: none"> After kick-off meeting, FRA will review work undertaken to date Step 1 grant deliverable is SDP SOW to include corridor-specific scope, schedule, and budget for service development planning 	<ul style="list-style-type: none"> Final service development plan includes a Capital Project Inventory as part of the Phased Implementation Plan If readiness criteria are met, capital projects identified in SDP may be advanced into Step 3 Project Development, at FRA's discretion and subject to funding availability 	<ul style="list-style-type: none"> Capital projects that complete Step 3 will move to Project Pipeline and may be prioritized for funding under Fed-State Partnership Program

Next Steps

- The Project is preparing the statement of work (SOW), schedule, and budget for the SDP that will be delivered in CID Step 2
- Upon FRA approval of the SOW, schedule, and budget, Cascadia HSR would advance to CID Step 2, with additional federal funding to deliver the SDP (Note: Step 2 requires a 10% non-federal match)

Grant	Step 1: Scoping	Step 2: Service Development Plan	Step 3: Preliminary Engineering / NEPA
Funding	\$500k / 0% match	\$X / 10% match (<i>\$X determined during Step 1</i>)	\$X / 20% match (<i>\$X determined during Step 2</i>)
Scope	<ul style="list-style-type: none"> Using SDP SOW framework, sponsor develops scope, schedule, and budget for Corridor SDP, accounting for work ongoing and/or undertaken to date 	<ul style="list-style-type: none"> Sponsor develops a service development plan in accordance with Corridor SOW and in coordination with FRA 	<ul style="list-style-type: none"> In coordination with FRA, sponsor completes preliminary engineering for capital projects Sponsor completes environmental review in coordination with FRA for capital projects
Notes	<ul style="list-style-type: none"> After kick-off meeting, FRA will review work undertaken to date Step 1 grant deliverable is SDP SOW to include corridor-specific scope, schedule, and budget for service development planning 	<ul style="list-style-type: none"> Final service development plan includes a Capital Project Inventory as part of the Phased Implementation Plan If readiness criteria are met, capital projects identified in SDP may be advanced into Step 3 Project Development, at FRA's discretion and subject to funding availability 	<ul style="list-style-type: none"> Capital projects that complete Step 3 will move to Project Pipeline and may be prioritized for funding under Fed-State Partnership Program

Questions and Discussion

Thank you!

