



NEWS RELEASE

Not Approved
March 16, 2018

Office of the Premier

B.C. backs high-speed corridor study connecting Vancouver to Seattle

VANCOUVER – As part of ongoing efforts to strengthen the partnership between British Columbia and Washington state, the B.C. government will help fund a study of a potential ultra-high-speed corridor service connecting Vancouver with Seattle, Portland and beyond.

Premier John Horgan was joined by Washington Gov. Jay Inslee to announce that B.C. will contribute \$300,000 toward an in-depth study with Washington state on the concept of a corridor service that would cut travel times between Vancouver and Seattle to about 60 minutes, from three hours.

"The convenience of a one-hour trip between Vancouver and Seattle would create countless opportunities for people in both B.C. and Washington, from sports or concert getaways for families, to untold economic growth potential for businesses," said Premier Horgan. "Exploring the possibility of creating a clean, efficient high-speed corridor is particularly important as the Pacific Northwest grows in economic importance, and we look to reduce barriers to expansion across our borders."

An economic analysis released last month by Washington state estimated that a high-speed corridor link could create up to 200,000 jobs for B.C. and U.S. workers, and generate billions of dollars in economic benefits for the Cascadia Innovation Corridor between B.C., Washington and Oregon.

The Washington state legislature last week approved funding of up to \$1.2 million US toward the new in-depth study.

"This ultra-high-speed corridor is an exciting proposal for both British Columbia and Washington, aligning with our mutual goal of strengthening our economies through collaboration," said Inslee. "The early study results show the corridor would help create jobs, generate affordable housing options, ease freeway traffic and clean our air. It's an exciting step for Washington and British Columbia."

The new study will build on the previous preliminary analysis, and will consider the practicality and business case for a high-speed corridor service by addressing factors such as ridership levels, system development, delivery methods and financing. It will include involvement by key community representatives, and stakeholders from the public and private sectors.

Quick Facts:

- High-speed trains travel up to about 400 km/h.
- The consideration of a high-speed corridor is part of B.C., Washington and Oregon's plan to strengthen the region's global economic competitiveness and stimulate job creation.
- The Cascadia Innovation Corridor Memorandum of Understanding was signed by the B.C.

and Washington state governments in 2016 to build regional economic opportunities for innovation in the technology sector.

Learn More:

Cascadia Innovation Corridor: <https://news.gov.bc.ca/releases/2016PREM0110-001742>

Contacts:

Sheena McConnell
Press Secretary
Office of the Premier
250 886-8587

Chase Gallagher
Media Manager
Office of Gov. Jay Inslee
360 688-6921

Government Communications and Public
Engagement
Ministry of Jobs, Trade and Technology
250 889-1121

Connect with the Province of B.C. at: news.gov.bc.ca/connect

Page 03

Withheld pursuant to/removed as

s.13;s.17

Burnes, Jane I JTT:EX

From: Steele, Bob D TRAN:EX
Sent: Friday, May 4, 2018 1:46 PM
To: Burnes, Jane I JTT:EX; Hewitt, Jeremy IGRS:EX
Cc: Filmer, Cam A TRAN:EX; Halwani, Lina TRAN:EX
Subject: RE: RFP - high speed rail study

Hi Jane / Jeremy

As per Jane's request below, the Ministry has taken a look at the attached draft RFP at a high level to see if there are any surprises.

As you may know, John Schnablegger from our South Coast Region office^{s.22}
s.22 Lina Halwani is now our point of contact from our South Coast Region on the High Speed Rail file, and she has looked at the draft document at a high-level from a general RFP perspective. I have looked at the draft document at a high-level from a historical perspective.

Jeremy, I understand that you are also reviewing the document, which is appropriate given your history on the file and your direct participation on the WSDoT Advisory Committee for the previous study.

I have touched base with Lina, and our response is as follows:

- The "Scope of Services" contained in the draft RFP is taken almost verbatim from the "Next Steps - Recommendations" section from WSDoT's February 2018 Ultra-High-Speed Rail report, and the date of delivery of the final report (June 30, 2019) is consistent with what we have heard previously from WSDoT, thus there are no surprises in regard to the scope of work to be undertaken nor the due date for the final report.
- Final deliverables are due on June 30, 2019, with draft deliverables due on June 1, 2019. One query for Jason would be, does that one month gap between draft deliverables and final deliverables provide enough time for a fulsome review of the draft report and to make any subsequent changes (and possibly re-review) if needed? If WSDoT shares this concern, might it be worthwhile to increase the amount of time between the draft and final deliverables?
- The remaining sections in the RFP are primarily process oriented. South Coast Region is comfortable with the RFP document, including these process-related sections, as there are no surprises or flags to raise.
- Can we please have Jason confirm the proposed total budget for the study (unless Jeremy is in a position to provide this clarity)? My initial understanding was that Washington State Legislators had committed (U.S.) \$1.2m for the study, and the Province recently committed a (Cdn) \$300k contribution towards the study. The draft RFP document identifies a contract amount of at least (U.S.) \$1.28 million, with the possibility for additional project funding and participation from private industry.

Hope this is of assistance.

Thx.
Bob

-----Original Message-----

From: Burnes, Jane I JTT:EX
Sent: Wednesday, May 2, 2018 8:24 AM
To: Steele, Bob D TRAN:EX
Cc: Filmer, Cam A TRAN:EX
Subject: RFP - high speed rail study

Good morning, Bob.

Would you please take a look at the attached and let me know if there are any surprises?
I've told Jason that my understanding is that we are not taking the lead on this, but that our experts (MoTI) will review and make constructive suggestions/corrections as appropriate.

Thank you!

Jane Burnes
Executive Director
250-889-1054

-----Original Message-----

From: Beloso, Jason <BelosoJ@wsdot.wa.gov>
Sent: Wednesday, May 2, 2018 8:16 AM
To: Burnes, Jane I JTT:EX <Jane.Burnes@gov.bc.ca>
Subject: RE: high speed rail study

Good morning Jane. Per our conversation and as requested, attached is the draft RFP for the UHSR Business Case study.
s.13

I learned yesterday that this is scheduled for posting on Tuesday, 5/8. As such, please let me know if you have any comments by Friday, 5/4. Thanks.

Jason

From: Burnes, Jane I JTT:EX <Jane.Burnes@gov.bc.ca<mailto:Jane.Burnes@gov.bc.ca>>
Sent: Thursday, April 19, 2018 2:47 PM
To: Beloso, Jason <BelosoJ@wsdot.wa.gov<mailto:BelosoJ@wsdot.wa.gov>>
Cc: Dunster, Chris <DunsteC@wsdot.wa.gov<mailto:DunsteC@wsdot.wa.gov>>
Subject: RE: high speed rail study

Hi there. Thanks for the quick reply. Now I can see you are in touch with the right guy on the transportation side (Bob). You may want to flip me a draft of your agreement as my understanding is that my Ministry will be covering the contribution - I can check that the wording/format is acceptable in advance.
With respect to government-to-government relations, Jeremy is the point person through our Intergovernmental Relations Secretariat. However, if it relates to "Cascadia" I would appreciate being kept in the loop. Lots to learn, rail and/or non-rail!

Jane Burnes
Executive Director
250-889-1054

From: Beloso, Jason <BelosoJ@wsdot.wa.gov<mailto:BelosoJ@wsdot.wa.gov>>
Sent: Thursday, April 19, 2018 2:38 PM

To: Burnes, Jane I JTT:EX <Jane.Burnes@gov.bc.ca<mailto:Jane.Burnes@gov.bc.ca>>
Cc: Dunster, Chris <DunsteC@wsdot.wa.gov<mailto:DunsteC@wsdot.wa.gov>>
Subject: RE: high speed rail study

Hello Jane. Congratulations on your new assignment. I've been in contact with Bob Steele: bob.steele@gov.bc.ca<mailto:bob.steele@gov.bc.ca> at BCMoTI. Also, I've been in contact with several local and federal stakeholders in Canada and can provide you with those contacts as needed.

If you haven't received an email from my WSDOT colleague (copied), you should know that we are drafting an agreement with your office, which allows us to invoice and transfer Canadian fund contributions into the project.

Though my understanding is that Jeremy will remain the main point of contact, I'm happy to bring you up to speed regarding the project as you see fit. I appreciate your offer to help and I look forward to working with you.

Jason Beloso
Strategic Planning Manager
Rail, Freight, and Ports Division
Washington State Department of Transportation
E-mail: belosoj@wsdot.wa.gov<mailto:belosoj@wsdot.wa.gov>
Office: 206.464.1259
Cell: 831.521.7969

From: Burnes, Jane I JTT:EX <Jane.Burnes@gov.bc.ca<mailto:Jane.Burnes@gov.bc.ca>>
Sent: Thursday, April 19, 2018 2:10 PM
To: Beloso, Jason <BelosoJ@wsdot.wa.gov<mailto:BelosoJ@wsdot.wa.gov>>
Subject: high speed rail study

Hi, Jason. I got your name from my colleague, Jeremy Hewitt. He tells me you are the lead on the high speed rail study. I've just taken on a new assignment from our Deputy Minister: leading a provincial Secretariat on the Cascadia Innovation Corridor. I will be coordinating cross-ministry activities and initiatives and hope I can help on this one. Can you tell me whether you have a good transportation contact in the BC Government? (You may be well ahead of me on this.) if not, how can I help?

Jane Burnes, BA, MPA (Hvd)
Executive Director, Strategic Initiatives Major Investment Office Ministry of Jobs, Trade and Technology
250-889-1054

**State of Washington
Department of Transportation
Request for Proposals
Ultra High-Speed Ground Transportation Study: Business Case Analysis**

Contents

- A. Overview
- B. Scope of Services
- C. Schedule of Services
- D. Submittal Requirements
- E. Evaluation Criteria

A. Overview

The Washington State Department of Transportation (WSDOT) solicits interest from Consultants who wish to be evaluated and considered to conduct a business case analysis for an ultra high-speed ground transportation corridor. Ultra high speed is defined as a system that can achieve maximum test speeds of 250 mph or more. One (1) Agreement may be awarded. The Agreement amount will be at least \$1,280,000.00 and the agreement expires on July 31, 2019, with the final report due June 30, 2019. There is a possibility for additional project funding and participation from private industry. Work that is supported by a qualified team and can work through a streamlined contract negotiation process and start immediately will be viewed favorably.

WSDOT reserves the right to amend terms of this "Request for Proposals" (RFP) to circulate various addenda, or to withdraw the RFP at any time, regardless of how much time and effort Consultants have spent on their responses.

B. Scope of Services

The Consultant shall complete a study that provides the following elements below.

1. A business case analysis of an ultra high-speed ground transportation system in the Cascadia corridor, building on the results of the February 2018 Ultra High-Speed Ground Transportation (UHS GT) Study and Economic Impacts addendum.¹
2. Based on the recommendations found in Section 7 of the February 2018 Ultra High-Speed Ground Transportation Study, the business case analysis of ultra high-speed ground transportation shall focus on examining the following:
 - A. A next phase corridor planning study, to include:
 - i. A conceptual corridor design analysis (technology neutral) that would identify any specific issues that arise when using one technology over another;
 - ii. Potential station locations and service scenarios relative to market demand;

¹ http://www.wsdot.wa.gov/publications/fulltext/LegReports//17-19/UltraHighSpeedGroundTransportation_FINAL.pdf



- iii. Analysis of international high speed rail projects and US/Canadian infrastructure projects including enterprise lessons learned and their application to this UHSGT corridor;
 - iv. Transportation system market trends and projections including land use and congestion;
 - v. Operational models that enhance multimodal integration and increase transportation system efficiency; and
 - vi. Analysis of the economic environment and structural changes to the relationship between Cascadia sub-regions to accurately examine potential demand.
- B. Enhanced ridership evaluation to inform and support the corridor planning study, to include:
 - i. A better understanding of potential ridership origin and destination and trip preference, including demand elasticity, by conducting a robust, corridor-wide travel survey and stated preference survey;
 - ii. Advanced travel demand modeling between Vancouver, B.C., Seattle and Portland with more sophisticated capability than is available with CONNECT;
 - iii. Optimizing service offering by examining tradeoffs of maximizing revenue vs. maximizing ridership; and
 - iv. Market share analysis, including an estimate of latent demand and sensitivity to changes in congestion, fuel/energy and parking costs.
- 3. Within reason and in context to the timeline and budget, additional analysis shall examine the following:
 - A. An expanded governance and economic framework, to include:
 - i. Structural growth and shifts in the regional economy, which may be affected by changes in the US and Canadian economies;
 - ii. Benefit/cost analysis with emphasis on transportation costs of all modes, travel time savings, reliability, including congestion, health, safety, and environmental cost;
 - iii. Public and private partnership scenarios;
 - iv. Plausible economic impacts changes to sectors and industries over time;
 - v. Sensitivities to latest assumptions such as fuel/energy prices, and connected and autonomous vehicles; and
 - vi. Governance and regulatory structure conducive to moving regional priorities and the cross-border bi-national and bi-state program forward.
 - B. Evaluation of funding and financing mechanisms, to include:
 - i. Risk analyses to assess optimum risk transfer and highest value of money (VfM);
 - ii. Regulatory challenges and advancing investment opportunities such as infrastructure banks;
 - iii. Applicability of alternative transportation funding mechanisms such as carbon fees;
 - iv. Financial responsibilities and cost sharing model options; and
 - v. Revenue and farebox recovery.
- 4. The business case analysis must involve key stakeholders and include an advisory group, which shall include the following members:



- A. One member from each of the two largest caucuses of the Senate, to be appointed by the president of the Senate;
- B. One member from each of the two largest caucuses of the House of Representatives, to be appointed by the speaker of the house;
- C. The governor or his or her designee;
- D. The Secretary of Transportation or his or her designee;
- E. The Rail Director of the Department of Transportation or his or her designee; and
- F. Representatives from communities and stakeholders from public and private sectors relevant to the analysis, including from the province of British Columbia and the state of Oregon.

A report of the study's findings shall be provided to the governor and transportation committees of the legislature by June 30, 2019.

MSVWBE Participation

This task order will be subject to a 26% Voluntary MSVWBE inclusion goal. The selected Consultant will be required to submit an Inclusion Plan prior to commencement of work.

For Inclusion Plan Guidelines:

http://www.wsdot.wa.gov/publications/fulltext/design/ConsultantSrvs/SBE_Guidelines.pdf

C. Schedule of Services

The work will begin as soon as possible and end no later than July 31, 2019. Draft deliverables will be due to WSDOT by June 1, 2019 and final deliverables are due June 30, 2019.

D. Submittal Requirements

Proposals shall be submitted in electronic format by email and shall include the items listed in Section E below. Total page limitation shall be no more than **seven pages maximum**.

All proposals must be submitted to WSDOT at CSOsubmittals@wsdot.wa.gov by 4:00PM (PST) on June 4, 2018.

The State will review submittals and notify Consultants of selection by no later than June 18, 2018. Secondary selection interviews may be conducted at the State's discretion.

Consultants are invited to submit their information at their own cost. WSDOT assumes no obligation for expenses incurred by any respondent to this Request for Proposals. Those firms that choose not to respond to this RFP will not be impacted in the consideration of future projects.

Questions regarding this Request for Proposals may be sent to CSOsubmittals@wsdot.wa.gov. Responses will be sent to all proposers.

E. Evaluation Criteria

Pursuant to state and federal regulations, a qualifications-based selection process will be used to select a Consultant for this project. The following information and criteria will be used to evaluate and rank responses:



- a. Qualifications/Expertise of the Firm(s)
- b. Qualifications of Proposed Project Manager(s)
- c. Qualifications of Key Team Members (Prime Consultant and Sub-Consultants)
- d. Firm's Project Management System
- e. Project Delivery Approach
- f. Interview (If Required)

CRITERIA DEFINITIONS:

1. Qualifications/Expertise of the Firm(s)

Minimum points 0, Maximum points 20

A. Include the following items:

- Provide a listing of all firms on your proposed team;
- List the type(s) of expertise that each firm on your team can provide;
- How long has each firm on your team provided these type(s) of expertise;
- For each firm on your proposed team, provide the number of employees within the state of Washington; and
- Provide organization chart of your proposed team and include the respective roles that each firm will provide for the team.

B. Include the following items:

Has the prime consultant worked with proposed sub-consultants on similar projects in the last three years? If yes, provide name of the project, each firm's role on the project and the dates the services were performed. Limit examples to one project for each sub-consultant firm.

C. Include the following items:

Provide table identifying current availability of key staff and resources for each firm on the proposed project team. The availability of staff must be identified as hours available per month for the length of the project, not in percentages of time available.

D. Include the following items:

Provide a list of up to three projects that each firm on your project team has completed within the last three years. The project(s) must demonstrate the required expertise needed for this project. Include the work/services provided on the project(s) and the approximate amount received for each project.

E. Include the following items:

Due to the desire for the work to start immediately, provide examples of how the prime consultant has successfully executed a streamlined contract negotiation process. Include knowledge of WSDOT contracting procedures, including a demonstration of efficient and effective negotiation and use of time in the contract negotiation phase.

2. Qualifications of Proposed Project Manager(s)

Minimum points 0, Maximum points 20

A. Include the following items:

Provide up to three examples for each proposed Project Manager that demonstrates his/her prior experience as a Project Manager on WSDOT or similar projects. Include



the date(s) of each project; the name of the client/organization for each project; list the project manager's responsibilities and tasks on each project.

B. Include the following items:

Demonstrate each Project Manager(s) familiarity with relevant state and federal regulations and/or procedures.

C. Include the following items:

Provide up to three examples of each proposed Project Manager's ability to manage all of the following within a project:

- Project schedule;
- Scope of work/scope creep;
- Communication/community and stakeholder engagement;
- Budget issues; and
- Changes that arise throughout the life of the project.

D. Include the following items:

Provide listing of professional licenses/accreditations for each proposed Project Manager; include the year that each license/accreditation was received. Please include the licenses that were obtained in the state of Washington only.

3. Qualifications of Key Team Members (Prime Consultant and Sub-Consultants)

Minimum points 0, Maximum points 20

A. Include the following items:

- List each key team member's role/responsibilities on your proposed team;
- For each proposed key team member, provide up to three examples of prior relevant projects. Include the name of project(s); dates of the project(s); and roles/responsibilities for each team member on those project(s); and
- For each key team member on your proposed team, demonstrate his/her understanding of WSDOT and/or public agency regulations/procedures.

4. Firm's Project Management System (Prime Consultant Only)

Minimum points 0, Maximum points 20

A. Include the following items:

- Describe your firm's Quality Assurance/Quality Control processes;
- Describe your firm's tracking system(s) to monitor the project's budget and/or scope;
- List your firm's scheduling program/process. Identify the type of software or process and list up to three (3) projects where the proposed Project Manager(s) have utilized this software/process;
- Describe your firm's process for interacting with your internal project team; and
- Describe your firm's ability to provide interaction with your client and/or stakeholders.

5. Project Delivery Approach

Minimum points 0, Maximum points 20

A. Include the following items:



- How will your firm develop a work plan for this project;
- Who is involved with the decision making process for the development of the work plan;
- Describe each of the elements of the proposed work plan for this project, including your approach to communication and community outreach and engagement; and
- Describe how your work plan addresses contingencies that may arise during the project.

B. Include the following items:

Describe your approaches to resolve issue(s) within the project team; client(s) and stakeholders.

C. Include the following items:

Provide assumptions for work breakdown structure, e.g. WSDOT vs. Consultant deliverables.

D. Include the following items:

Identify any key issues and critical milestones for the project.

Burnes, Jane I JTT:EX

From: Wempe, Sarah JTT:EX on behalf of Hammond, James JTT:EX
Sent: Thursday, June 14, 2018 10:14 AM
To: s.22
Cc: Transportation, Minister TRAN:EX
Subject: RE: 277061 \$300,000.00 for feasibility study

Dear s.22

I am writing in response to your email to Premier John Horgan regarding the BC Government's \$300,000 contribution to a study on the feasibility of an ultra-high-speed transportation corridor between Vancouver, Seattle, Portland and beyond.

Your email was forwarded to me because one of my responsibilities is to oversee the Province's involvement with the Cascadia Corridor, the region between Vancouver and Seattle, with a view to ensuring we explore shared economic and tourism opportunities.

A high-speed transportation corridor would reduce the travel time between Vancouver and Seattle, which could have a positive impact on tourism and benefit other growing sectors of the economy. However, these are very early days and further cost-benefit analyses will need to be conducted over the coming months and years before we have a clearer picture of just how feasible this service will be.

Our provincial contribution to this study has been made with the hope that we will gain a greater understanding of what is possible and what issues to consider going forward. Stakeholder feedback, like your own, will be important.

In closing, thank you for taking the time to write and express your views.

Sincerely,

Jamie

James W. Hammond
Assistant Deputy Minister
International Strategy and Competitiveness Ministry of Jobs, Trade and Technology

Ref: 141690

-----Original Message-----

From: s.22]
Sent: Monday, March 26, 2018 4:54 PM
To: OfficeofthePremier, Office PREM:EX
Subject: 277061 \$300,000.00 for feasibility study

I have written several times and have only had one reply, and that reply was to write to another branch of the government. So now I write to you to ask.....why are you taking this amount of money to pay for a study for a rail line that will benefit only a few? On top of that this trip is very scenic and to rush it would be a shame. Life is fast enough and unless it is an emergency lets take our time. Besides that, this amount of money could be used for something more useful and something that would benefit all of the provincial tax payers and not just the elite on the lower mainland that can afford to take such a trip. So please, reconsider this but in the meantime could you please write back, or have

someone write back to answer this inquiry. After having so many inquiries ignored I was starting to feel annoyed but rather than ask my associate at CNN to ask publicly I thought I would try one more time.

s.22

Concerned Citizen

Burnes, Jane I JTT:EX

From: Beloso, Jason <BelosoJ@wsdot.wa.gov>
Sent: Monday, June 25, 2018 12:24 PM
To: Burnes, Jane I JTT:EX
Subject: Consultant Proposal - Ultra High Speed Ground Transportation Study: Business Case Analysis
Attachments: Packet A - WSP.pdf

Hi Jane,

Per our conversation and for your reference, attached is the WSP proposal (selected last week) for the study. Please distribute as appropriate due to sensitivities from other firms. Let me know if you have any questions. Thanks.

Jason Beloso
Strategic Planning Manager
Rail, Freight, and Ports Division
Washington State Department of Transportation
E-mail: belosoj@wsdot.wa.gov
Office: 206.464.1259
Cell: 831.521.7969



Ministry of
Jobs, Trade and Technology

Return to:
Financial Services
3rd Floor, 800 Johnson Street

Mailing Address:
PO Box 8843 Stn Prov Govt
Victoria BC V8W 9T2

CONTRACT COMMITMENT FORM

Date Contract/Amendment becomes Effective: **June 29, 2018**

Contract #

Note: This Form must be forwarded to Financial & Administration Branch together with the signed original contract or Modification Agreement before the first payment is requested. Section B, is only required for initial contracts, and section C is only required for amendments. Questions about this form can be directed to Procurement and Contract Management, at 778-698-3385 or 778-698-4259.

☒ New Contract or Amendment ☐ # - contract has increased / <Decreased> by: (leave blank if unchanged)

A. Branch Action

Branch/Division: International Strategy & Competitiveness	Contract Manager: Jane Burnes	Telephone: (250) 889-1054
--	----------------------------------	------------------------------

B. Initial Contracts only

Brief Project Description (this will be released under an FOI request): The State of WA has entered into a contract to develop a business case analysis of an ultra high-speed ground transportation system in the Cascadia corridor. This contract was competitively awarded and has financial support from the BC Government, Oregon as well as Microsoft.		
Mandatory to Select One Procurement Process (Select from drop down): Procurement Code descriptions: 200 = Direct Award - Public sector organization	Solidification Number	Mandatory to Select One AIT Exclusion (Select from drop down): AIT Code descriptions: 100 = Purchase subject to AIT
Is personal information being collected, accessed or created <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> UNSURE If yes, complete the "Personal Information Requirement For Contracts" form and submit it to the Ministry Privacy Officer (MPO)		

C. Amendments only

Reason for amendment is (X): <input type="checkbox"/> Change in deliverables <input type="checkbox"/> Other (specify):
--

D. Commitment

Contractor legal name: Washington State Department of Transportation		Company registration #: <small>Procurement item to complete</small>				
Doing business as (if different from above):						
Address: PO Box 47420, Olympia, WA USA Attention: Jason Beloco		Postal code: 98504 7420				
Phone: (206) 464-1259	Fax:	Contract Total Value (which calculates from contract price table): \$ 300,000.00				
Term of Agreement: From: June 29, 2018 To: October 31, 2018		Renewal Option NO <input checked="" type="checkbox"/> YES <input type="checkbox"/>				
Fiscal Year	Contract Price	Client #	Responsibility Centre	Service Line	STOB* (descriptions)	Project Number
FY 18/19	\$ 300,000.00	125-JTT	51560	22400	3075	5111111

E. Approvals

Signatures	Print Name
Contract Manager (CM): 	Jane Burnes
Procurement Services Review	
Expense Authority (EA):	
Branch Assistant Deputy Minister (ADM):	Jamie Hammond
Ministry Privacy Officer (MPO): <small>ONLY required if yes or unsure ticked above</small>	
Ministry Chief Information Officer (MCIO): <small>ONLY required for STOB 63 contracts</small>	
Executive Financial Officer (EFO): <small>REQUIRED for STOB 60/61/62 direct award contracts</small>	

* For STOB 80 contracts you MUST also complete a Government Transfer Review Form
PAGE 2 is only required for Direct Awards

F. DIRECT AWARD JUSTIFICATION

Under Core Policy, contracts for goods, services and construction may be negotiated and directly awarded without a competitive process where one of the following exceptional conditions applies. Check the appropriate box next to the Policy that applies to the acquisition, and replace the instructions provided with the explanation that justifies the direct award. The justification must be kept on the contract folder file.

✓	CODE	POLICY RE: DIRECT AWARDS	JUSTIFICATION/EXPLANATION
<input checked="" type="checkbox"/>	200	the contract is with another government organization (CPPM 6.3.3 (a) 1.)	Name the government organization
<input type="checkbox"/>	201	the ministry can strictly prove that only one contractor is qualified, or is available, to provide the goods, services or construction (CPPM 6.3.3 (a) 1.)	Include the answers to these questions: What evidence do you have to support that only one contractor is qualified? e.g. expression of interest, no objection to an notice of intent. If more than one qualified contractor exists, what evidence do you have to support that this is the only contractor currently available? e.g. e-mails for other qualified contractors indicating not available or no response to an expression of interest.
<input type="checkbox"/>	202	an unforeseeable emergency exists and the goods, services or construction could not be obtained in time by means of a competitive process (CPPM 6.3.3.(a) 1.)	Describe the emergency, including why it could not be foreseen. Examples of unforeseen emergencies include (but are not limited to) fire, unexpected equipment breakdowns that are critical to operations, etc. An urgent time frame due to inadequate planning (e.g. not allowing sufficient time to tender a new or renewed contract) is not considered justification for a Direct Award.
<input type="checkbox"/>	203	a competitive process would interfere with a ministry's ability to maintain security or order or to protect human, animal or plant life or health. (CPPM 6.3.3. (a) 1.)	Explain why the competitive process would cause this interference.
<input type="checkbox"/>	204	the acquisition is of a confidential or privileged nature and disclosure through an open bidding process could reasonably be expected to compromise government confidentiality, cause economic disruption or be contrary to the public interest (CPPM 6.3.3. (a) 1.)	Explain the risks of disclosing the confidential or privileged acquisition.
<input type="checkbox"/>	207	The purchase is under 25,000 and has been approved by the ADM	Explain why you have chosen not to do a competitive process.

Note: your justification/explanation must clearly explain how and why the contract meets one of the exceptional conditions.

**AGREEMENT BETWEEN
WASHINGTON STATE DEPARTMENT OF TRANSPORTATION
AND
PROVINCE OF BRITISH COLUMBIA, CANADA**

This AGREEMENT is made and entered into between the WASHINGTON STATE DEPARTMENT OF TRANSPORTATION ("STATE") and the PROVINCE OF BRITISH COLUMBIA, CANADA ("BC"), collectively referred to as "PARTIES" and individually as "PARTY".

WHEREAS, the STATE pursuant to Engrossed Senate Bill 5096, Section 222 was responsible for developing an Ultra High-Speed Ground Transportation Study (UHS GT) that must identify the costs and benefits of a north-south alignment of ultra high-speed ground transportation in Washington State, and

WHEREAS, the STATE pursuant to Engrossed Substitute Senate Bill 6106, Section 222 is responsible for building upon the 2018 UHS GT Study and Economic Impacts addendum, providing a consultant developed business case analysis of ultra high-speed ground transportation, and

WHEREAS, the STATE shall select a consulting firm (the "Consultant") to develop the business case analysis based on the results of the 2017 Washington State ultra high-speed ground transportation feasibility study, and

WHEREAS, BC is one (1) of ten Canadian provinces and is located on the westernmost province of Canada, and

WHEREAS, BC is willing to contribute additional funding for development of the business case analysis by the Consultant which will help the STATE meet its responsibilities under Engrossed Senate Bill 6106, Section 222.

NOW THEREFORE, in consideration of the terms, conditions and performances contained herein, **IT IS MUTUALLY AGREED AS FOLLOWS:**

1. SCOPE OF WORK BETWEEN STATE AND CONSULTANT

The STATE shall enter into a new on-call agreement, requiring the consultant to perform the work stated below.

1.1 Business Case Analysis

Develop a business case analysis of an ultra high-speed ground transportation system in the Cascadia corridor, building on the results of the February 2018 UHS GT Study and Economic Impacts addendum.

Based on the recommendations found in Section 7 of the February 2018 UHS GT, the business case analysis of the ultra high-speed ground transportation shall focus on examining the following:

- A. A next phase corridor planning study, to include:
 - i. A conceptual corridor design analysis (technology neutral) that would identify any specific issues that arise when using one technology over another;
 - ii. Potential station locations and service scenarios relative to market demand;

- iii. Analysis of international high-speed rail projects and US/Canadian infrastructure projects including enterprise lessons learned and their application to this UHSGT corridor;
 - iv. Transportation system market trends and projects including land use and congestion;
 - v. Operational models that enhance multimodal integration and increase transportation system efficiency; and
 - vi. Analysis of the economic environment and structural changes to the relationship between Cascadia sub-regions to accurately examine potential demand.
- B. Enhanced ridership evaluation to inform and support the corridor planning study, to include:
- i. A better understanding of potential ridership origin and destination and trip preference, including demand elasticity, by conducting a robust, corridor-wide travel survey and stated preference survey;
 - ii. Advanced travel demand modeling between Vancouver, B.C., Seattle and Portland with more sophisticated capability than is available with CONNECT;
 - iii. Optimizing service offering by examining tradeoffs of maximizing revenue vs. maximizing ridership; and
 - iv. Market share analysis, including an estimate of latent demand and sensitivity to changes in congestion, fuel/energy and parking costs.

Within reason and in context to the timeline and budget, additional analysis shall examine the following:

- A. An expanded governance and economic framework, to include:
- i. Structural growth and shifts in the regional economy, which may be affected by changes in the US and Canadian economies;
 - ii. Benefit/Cost analysis with emphasis on transportation costs of all modes, travel time savings, reliability, including congestion, health, safety, and environmental cost;
 - iii. Public and private partnership scenarios;
 - v. Sensitivities to latest assumptions such as fuel/energy prices, and connected and autonomous vehicles; and
 - vi. Governance and regulatory structure conducive to moving regional priorities and the cross-border bi-national and bi-state program forward.
- B. Evaluation of funding and financing mechanisms, to include:
- i. Risk analysis to assess optimum risk transfer and highest value of money (VfM);
 - ii. Regulatory challenges and advancing investment opportunities such as infrastructure banks;
 - iii. Applicability of alternative transportation funding mechanisms such as carbon fees;
 - iv. Financial responsibilities and cost sharing model options; and
 - v. Revenue and farebox recovery.

The business case analysis must involve key stakeholders and include an advisory group, which shall include the following members:

- A. One member from each of the two largest caucuses of the Senate, to be appointed by the president of the Senate;

- B. One member from each of the two largest caucuses of the House of Representatives, to be appointed by the speaker of the House;
- C. The governor or his or her designee;
- D. The Secretary of Transportation or his or her designee;
- E. The Rail, Freight and Ports Director of the Department of Transportation or his or her designee; and
- F. Representatives from communities and stakeholders from public and private sectors Relevant to the analysis, including from the province of British Columbia and the state of Oregon.

1.2 Due Date

The STATE's consultant shall complete and deliver the Scope of Work and associated deliverables by June 30, 2019, to the STATE as is defined in Engrossed Substitute Senate Bill 6106.

2. PAYMENT

2.1 The STATE shall provide BC an invoice on or before September 30, 2018, to be paid within 30 days from said date.

2.2 BC is responsible for contributing \$300,000 (Three-Hundred Thousand Canadian Dollars) towards the delivery of the scope of work identified in Section 1 of this AGREEMENT.

2.3 BC's sole obligation with respect to this AGREEMENT is the payment of funds described in this Section 2. BC shall have no obligation or liability for the performance of any services by Consultant.

3. AMENDMENT

3.1 This AGREEMENT may be amended by mutual agreement of the PARTIES. Such amendments or modifications shall not be binding unless they are in writing and signed by persons authorized to bind each of the PARTIES.

4. TERMINATION

4.1 Except as otherwise provided in this AGREEMENT, either PARTY may terminate this AGREEMENT upon thirty (30) days' written notification. If this AGREEMENT is so terminated, the terminating Party shall be liable for performance in accordance with the terms of this AGREEMENT for performance rendered prior to the effective date of termination.

5. LEAD CONTRACT AGENCY and INDEPENDENT CAPACITY

5.1 The employees of the STATE or any of its contractors, subcontractors, consultants, and employees thereof, shall not in any matter be deemed to be employees of BC. BC and its employees or agents performing under this AGREEMENT are not employees of the STATE.

6. VENUE

6.1 In the event that a PARTY deems it necessary to institute legal action or proceedings to enforce any right or obligation under this AGREEMENT, the PARTIES hereto agree that any such action or proceedings shall be brought in a court of competent jurisdiction in Thurston County, Washington.

7. TERM OF AGREEMENT

7.1 Unless otherwise provided herein, the term of this AGREEMENT shall commence as of the date this AGREEMENT is fully executed and terminate as of June 30, 2019, unless sooner terminated by the PARTIES, as provided herein.

8. AUTHORITY

- 8.1 BC affirms that it has legal authority to enter into this AGREEMENT under the terms noted above.
- 8.2 It is BC's intent that this AGREEMENT be in compliance with applicable laws and regulations with respect to gratuitous services. It is specifically understood that all funding provided under this AGREEMENT is for the sole benefit and use of STATE and is not provided to or for the benefit of any individual government employee, and that BC has no expectation of favoritism from State in any procurement action.

IN WITNESS WHEREOF, the PARTIES hereto have executed this AGREEMENT as of the PARTY's date signed last hereto below.

PROVINCE OF BRITISH COLUMBIA

WASHINGTON STATE DEPARTMENT
OF TRANSPORTATION

By: _____

By: _____
Ron Pate, PLS, Division Director
WSDOT Rail, Freight and Ports Division

Date: _____

Date: _____

APPROVED AS FORM BY LEGAL
COUNSEL

APPROVED AS FORM BY WA. STATE
ASSISTANT ATTORNEY GENERAL

By: _____

By: _____

Name: _____

Name: _____

Date: _____

Date: _____

Burnes, Jane | JTT:EX

From: Hammond, James JTT:EX
Sent: Tuesday, July 10, 2018 3:17 PM
To: 'Knutson, Charles (GOV)'
Cc: Wempe, Sarah JTT:EX; Burnes, Jane | JTT:EX; Hewitt, Jeremy IGRS:EX
Subject: RE: You're invited to join the Ultra High Speed Corridor advisory group

Charles

Many thanks for this. Yes I would be very happy to participate and will respond once the invitation comes out.

Jamie

James W. Hammond
Assistant Deputy Minister
International Strategy and Competitiveness Ministry of Jobs, Trade and Technology
Office: 778-698-8778

From: Knutson, Charles (GOV) [mailto:Charles.Knutson@gov.wa.gov]
Sent: July 9, 2018 2:41 PM
To: Knutson, Charles (GOV) <Charles.Knutson@gov.wa.gov>
Subject: You're invited to join the Ultra High Speed Corridor advisory group

Good afternoon,

Washington state — with support from Microsoft, British Columbia and Oregon — will soon commence work on a Business Case Analysis for an Ultra High Speed Ground Transportation System between Portland, Seattle and Vancouver, British Columbia. This effort is led by the Washington State Department of Transportation and supported by an Advisory Group that will help guide the development of the analysis as directed by the Washington State Legislature.

Your participation is requested as an Advisory Group member. We are eager for you to share your knowledge and expertise by providing meaningful dialogue and practical decision-making through June 2019. We anticipate there will be five or six meetings of the group over the next year, alternating between the three cities. The Business Case Analysis will assess ridership demand, corridor design, governance, economic framework, and funding and financing mechanisms as a means of attracting and motivating investment and public support as a follow up to last year's feasibility study.

The first Advisory Group meeting is tentatively scheduled for July 30 and will offer the option of participating remotely. Additional materials and a meeting invitation will be forthcoming. In the meantime, please confirm your interest in being an Advisory Group member and indicate whether you are available for the first meeting by notifying Jason Beloso at 206.464.1259 or belosoj@wsdot.wa.gov by July 18. We are excited to have you on board.

All the best,
--Charles

CHARLES KNUTSON
Executive Policy Advisor | Office of Governor Jay Inslee
Desk: 360.902.0613 | Cell: 206.228.5952

Advisory Group

Washington

	Representing	Name	Title	Email	Phone
1	Senate President	Marko Lillas	Senator, 21st District	Marko.Lillas@leg.wa.gov	
2		Judy Warnick	Senator, 13th District	Judith.Warnick@leg.wa.gov	360-786-7624
3	Speaker of the House of Reps	HOLD for Gael Tarleton	Representative, 36th District	gael.tarleton@leg.wa.gov.gov	
4		HOLD for Dick Muri	Representative, 28th District	dick.muri@leg.wa.gov	
5	Washington State Governor	Charles Knutson	Senior Policy Advisor	charles.knutson@gov.wa.gov	
6	Washington State Transportation Secretary	Marshall Elizer	Assistant Secretary	ELIZERM@wsdot.wa.gov	
7	Washington State Dept. of Commerce Director	Chris Green	Economic Development Director	chris.green@commerce.wa.gov	
8	Washington State Dept. of Transportation	Ron Pate	Rail, Freight, and Ports Division Director	paterd@wsdot.wa.gov	360-705-6903
10	City of Seattle	Ahmed Darrat	Mayor's Transportation Advisor	ahmed.darrat2@seattle.gov	206-684-5300
11	Microsoft	Irene Plenefisch	Government Affairs Director	irenep@microsoft.com	425-705-6673
12	Washington Roundtable	Steve Mullin	President	steve@waroundtable.com	206-623-0180
13	Seattle Chamber of Commerce	Marilyn Strickland	President and CEO	marilyns@seattlechamber.com	
14	Puget Sound Regional Council	Rick Olsen	Govt. Relations Director	rolson@psrc.org	206-971-3050
16	King County	Rachel Smith	Chief of Staff, Office of Executive Constantine	rachel.smith@kingcounty.gov	
16	Washington Building Trades	Mark Riker	Executive Secretary	Mark@wabuildingtrades.org	
17	Futurewise	Bryce Yadon	Government Affairs Director	bryce@futurewise.org	
18	Transportation Choices Coalition	Abigail Doerr	Government Affairs Director	abigail@transportationchoices.org	
19	Bullitt Foundation	Denis Hayes	President and CEO	dhayes@bullitt.org	

British Columbia

	Representing	Name	Title	Email	Phone
20	B.C. Office of the Premier	Jeremy Hewitt	US Relations Exec. Dir.	jeremy.hewitt@gov.bc.ca	
21	B.C. Ministry of Transportation	Lina Halwani	Traffic Engineering Manager	lina.halwani@gov.bc.ca	604-527-2170
22	TransLink	Andrew McCurran	Strategic Planning and Policy Director	Andrew.McCurran@TransLink.ca	
23	City of Vancouver	Lon LaClaire	Transportation Director	Lon.laclaire@vancouver.ca	604-873-7336
24	City of Surrey	Jamie Boan	Manager, Transportation	Silas.Brownsey@gov.bc.ca	778-974-6148
25	B.C. Ministry of Jobs, Trade and Technology	Silas Brownsey	Associate Deputy Minister	Silas.@gov.bc.ca	778-698-8778
26	Transport Canada	Robert Dick	Assistant Deputy Minister	robert.dick@tc.gc.ca	604-666-5849

Oregon

	Representing	Name	Title	Email	Phone
27	Oregon Office of the Governor	Brendan Finn	Transportation Policy Advisor	brendan.finn@oregon.gov	503-986-6545
28	Oregon Dept. of Transportation	Hal Gard	Rail/Public Transit Administrator	Howard.A.GARD@odot.state.or.us	503-986-3508
29	Oregon Metro	Craig Dirksen	Joint Policy, Transportation Chair	craig.dirksen@oregonmetro.gov	503-797-1549
30	City of Portland	Chris Warner	Portland Bureau of Transportation Director	chris.warner@portlandoregon.gov	503-823-1055
				cc: sierra.stringfield@portlandoregon.gov	503-823-9194
	Portland Business Alliance	Jack Isselmann		Jack.isselmann@gbrx.com	503-603-4310

Not Finalized	Means the individual has not been contacted, pending finalization of the decision to invite them
Sent Email	Means the individual has been invited to join the advisory group
RSVPed	Means the individual has responded in the affirmative to the invitation
	Means the individual has declined to join the advisory group
	Means the individual has asked another person to attend in their stead for one or more meetings

Status	Proxy Name	Proxy Mail	Proxy Phone
Sent Email			
Sent Email			
Not Finalized			
Not Finalized			
Sent Email			
Sent Email			
Sent Email			
Sent Email			
Sent Email			
	Michael Groesch	Mike@michaelgroesch.com	
Sent Email			
RSVPed			
RSVPed			
Sent Email			
RSVPed			
RSVPed	Chris Wierzbicki	chris@futurewise.org	
Sent Email			
Declined			

Status	Proxy Name	Proxy Mail	Proxy Phone
Sent Email			
RSVPed			
Sent Email			
Sent Email			
RSVPed			
RSVPed			
RSVPed	Brandon Lee	Brandon.Lee@international.gc.ca	

Status	Proxy Name	Proxy Mail	Proxy Phone
--------	------------	------------	-------------

RSVPed
Sent Email
Sent Email
Sent Email
Sent Email

Ultra High-Speed Ground Transportation Study: Business Case

Steering Committee

Representing	Name	Title
British Columbia (Ministry of Jobs, Trade and Technology)	Jane Burnes	Major Investments Office Executive Director
1 Washington (Washington State Department of Transportation)	Jason Beloso	Strategic Planning Manager
2 Oregon (Oregon Department of Transportation)	Jennifer Sellers	NW Rail Corridor Project Manager
3 Microsoft	Irene Plenefisch	Government Affairs Director
4		

5

6

7

8

9

10

11

12

13

14

15

16

17

18

19

20

21

22

23

Analysis

Email	Phone
Jane.Burnes@gov.bc.ca	250-889-1054
belosoi@wsdot.wa.gov	206-464-1259
jennifer.sellers@odot.state.or.us	503-480-5556
irenep@microsoft.com	425-705-6673
cc: mike@michaelgroesch.com	

Washington State Department of Transportation – NEWS

Headquarters – 310 Maple Park Ave. - Olympia, WA 98504-7370 – 360-705-7000

FOR IMMEDIATE RELEASE

July 26, 2018

Contact: Janet Matkin, communications, 360-705-7966

New study to consider potential for one-hour trips from Seattle to Vancouver, BC and Portland

WSDOT, ODOT, Province of British Columbia and Microsoft contribute \$1.5 million to Cascadia Innovation Corridor efforts

OLYMPIA – A new in-depth study to evaluate the future of ultra-high-speed ground transportation is now underway as the Province of British Columbia, the Oregon Department of Transportation and Microsoft Corp., have joined Washington state in funding the effort.

The three partners announced on Thursday, July 26, that they were contributing a combined \$750,000 toward the study efforts. This is in addition to the \$750,000 the Washington State Legislature provided to the Washington State Department of Transportation earlier this year – for a total of \$1.5 million.

This new study builds on a preliminary analysis conducted in 2017 for a new 250 mph transportation system in the Pacific Northwest. That study laid the groundwork for the more in-depth business case evaluation that WSDOT will undertake over the next year. The need for the study grew out of ongoing Cascadia Innovation Corridor planning efforts. This cross-border coalition brings together business, academic and government leaders to build a global hub of innovation and commerce in the Pacific Northwest.

“We developed a vision for a better connected Cascadia mega region that will help our talented entrepreneurs, researchers and workers share knowledge and expand economic opportunity. The possibilities created by connecting our three largest cities via a high-speed transportation options are really exciting,” said Washington Gov. Jay Inslee.

“High-speed rail would cut travel times between Vancouver and Seattle and bring huge benefits to British Columbia,” said Premier John Horgan. “We’re excited about this next step and look forward to the findings of Washington’s in-depth study.”

“We are excited to see regional leaders invest in the continued pursuit of a high-speed rail that will help grow economic opportunities in the Cascadia Innovation Corridor,” said Microsoft President Brad Smith. “Shrinking the distance between Seattle, Vancouver, BC and Portland will encourage greater collaboration, deeper economic ties and balanced growth for years to come.”

Through a competitive process, WSDOT selected the engineering and professional services firm WSP to complete this business case study. WSP, formerly Parsons Brinckerhoff, has worked on high-speed rail projects in the United States and around the world, including California, the United Kingdom, and southeast Asia. Other members of the team include Steer Davies Gleave, EnviroIssues, Paladin Partners, and Transportation Solutions.

A new advisory committee, representing both public and private sectors from Washington, Oregon and British Columbia, will provide input during the year-long technical analysis. The committee's first meeting is scheduled for later this month.

The upcoming study marks another milestone toward a more connected Cascadia Innovation Corridor and shows the shared vision between the region's public and private sectors to enhance cross-border transportation linkages. The study will identify potential corridors for ultra-high-speed ground transportation, estimate potential ridership, refine cost estimates and analyze both international and United States high-speed rail infrastructure projects to identify lessons learned.

Funding for the new study includes \$750,000 from WSDOT, \$300,000 (Canadian dollars) from the Province of British Columbia, \$200,000 from the Oregon Department of Transportation and \$300,000 from Microsoft. It is expected the study will be completed by July 2019.

Hyperlinks within the news release:

- Preliminary analysis: www.wsdot.wa.gov/planning/studies/ultra-high-speed-travel/ground-transportation-study

###

WSDOT keeps people, businesses and the economy moving by operating and improving the state's transportation systems. To learn more about what we're doing, go to www.wsdot.wa.gov/news for pictures, videos, news and blogs. Real time traffic information is available at wsdot.com/traffic or by dialing 511.

To unsubscribe to WSDOT media releases please reply and type REMOVE in the subject line.

Burnes, Jane I JTT:EX

From: Nelson, Maxwell <nelsonm@wsdot.wa.gov>
Sent: Wednesday, August 8, 2018 11:01 AM
To: Kaehler, Auden; Burnes, Jane I JTT:EX; Beloso, Jason; jennifer.sellers@odot.state.or.us; irenep@microsoft.com; mike@michaelgroesch.com; Matkin, Janet; Warner, David C.; Hedlund, Karen J.; Thomson, Angie-Enviroissues
Subject: RE: UHSGT Steering Committee Meeting - 8/7/2018
Attachments: Action Items UHSGT Steering Committee Meeting August 7 2018.docx

Here is a short summary of the action items I heard discussed during the steering committee meeting on the 7th, along with the takeaways from our conversation about the July 30th advisory group meeting.

Thank you,

Max

From: Kaehler, Auden <Auden.Kaehler@wsp.com>
Sent: Friday, August 3, 2018 1:36 PM
To: Jane.Burnes@gov.bc.ca; Beloso, Jason <BelosoJ@wsdot.wa.gov>; jennifer.sellers@odot.state.or.us; irenep@microsoft.com; mike@michaelgroesch.com; Nelson, Maxwell <nelsonm@wsdot.wa.gov>; Matkin, Janet <MatkinJ@wsdot.wa.gov>; Warner, David C. <David.Warner@wsp.com>; Hedlund, Karen J. <Karen.Hedlund@wsp.com>; Thomson, Angie-Enviroissues <athomson@enviroissues.com>
Subject: RE: UHSGT Steering Committee Meeting - 8/7/2018

All,

Please find the attached agenda for the Steering Committee Meeting next Tuesday, August 7 at 10:00AM PDT.

We look forward to the discussion and have a good weekend.

Kind regards,

Auden

Auden Kaehler
Assistant Vice President
Advisory Services, U.S.

Phone: +1 206 382 5274
Mobile: +1 206 979 3913

-----Original Appointment-----

From: Kaehler, Auden
Sent: Thursday, August 02, 2018 2:30 PM
To: Kaehler, Auden; Jane.Burnes@gov.bc.ca; belosoj@wsdot.wa.gov; jennifer.sellers@odot.state.or.us; irenep@microsoft.com; mike@michaelgroesch.com; Nelson, Maxwell; Matkin, Janet; Warner, David C.; Hedlund, Karen J.
Subject: UHSGT Steering Committee Meeting - 8/7/2018
When: Tuesday, August 07, 2018 10:00 AM-11:00 AM (UTC-08:00) Pacific Time (US & Canada).
Where: -S.15,S.17

All,

Please join us for our next Steering Committee Meeting on Tuesday, August 7, 10:00AM PDT.

We will primarily be discussing feedback and action items from the Advisory Group Meeting on Monday. A formal agenda will be provided before the end of the week.

Thank you

Conference Call – WSDOT, WSP, Enviroissues, Steering Committee

August 7 2018 – 10:00 AM – 11:00 AM

ACTION ITEMS

No.	Task	Responsible Party/Parties	Status
1	Schedule 2 nd Advisory Group meeting in Vancouver	WSP	
2	Add Advisory Group membership list to webpage	WSDOT (Janet)	
3	Develop Communications Plan	WSDOT (Janet), Enviroissues (Angie)	
4	Draft and submit talking points for Advisory Group members to Steering Committee for review	WSDOT (Janet) and Angie (Enviroissues), Steering Committee	Before next Steering Committee meeting
5	Develop Logo and website	WSDOT and WSP	Part of communications plan
6	Speak with Microsoft and arrange a venue in Vancouver for the next Advisory Group meeting	Enviroissues (Angie)	
7	Clarify whether the Cascadia conference will include a presentation on UHSGT	BC (Jane)	Conversation on 8/8/18
8	Develop a better understanding of including equity, social justice et al in the business case analysis	WSDOT, WSP, Enviroissues, Steering Committee	Discuss at next Steering Committee meeting

Advisory Group – Feedback & Improvements

- Make sure people introduce themselves when they talk, both on the phone and in person
- Allow more time for comments/discussion (future meetings will be more tightly focused and more interactive)
- Ask for input from advisory group members who are staying quiet
- Use a communications platform that better handles a large number of people talking on the phone – different software
 - Something that uses a sign-in system and displays who is talking over the phone
- Supply microphones for people attending the meeting in person, so that people on the phone can hear them better

Burnes, Jane I JTT:EX

From: Wempe, Sarah JTT:EX
Sent: Thursday, September 6, 2018 12:44 PM
To: Critchley, Carla JTT:EX
Cc: Burnes, Jane I JTT:EX; Cockburn, Derek P JTT:EX
Subject: FW: WSDOT-BC High-Speed Study Agreement (2)
Attachments: GCB3021 Invoice.pdf

Hi Carla

Jane has sent me this invoice to process. I will fill out a batch ticket and send in, but I'm not sure where to code this. Jamie mentioned that David Mortimer is aware and money is set aside – s.13,s.17
s.13,s.17

Thanks for your help!

From: Burnes, Jane I JTT:EX
Sent: Thursday, September 6, 2018 9:06 AM
To: Wempe, Sarah JTT:EX
Subject: FW: WSDOT-BC High-Speed Study Agreement (2)

s.13,s.17

Thanx.

Jane Burnes
Executive Director
250-889-1054

From: Critchley, Carla JTT:EX
Sent: Thursday, September 6, 2018 8:59 AM
To: Burnes, Jane I JTT:EX <Jane.Burnes@gov.bc.ca>
Cc: Cockburn, Derek P JTT:EX <Derek.Cockburn@gov.bc.ca>
Subject: RE: WSDOT-BC High-Speed Study Agreement (2)

Hi Jane,

This isn't in the system yet. Do you know if the invoice and we received the invoice from WA State? Sarah indicated in a previous email that she is has the file and was waiting for the invoice to submit.

Once we receive the invoice please send it to processing with the original signed contract, contract commitment form and government transfer review form.

Thanks,
Carla

From: Burnes, Jane I JTT:EX
Sent: Wednesday, September 5, 2018 1:40 PM

To: Critchley, Carla JTT:EX
Subject: FW: WSDOT-BC High-Speed Study Agreement (2)

Hi, Carla. Jamie Hammond is asking whether the cheque has gone to WA state?
thanx

Jane Burnes
Executive Director
250-889-1054

From: Cyr, Lori JTT:EX
Sent: Monday, June 25, 2018 12:23 PM
To: Burnes, Jane I JTT:EX <Jane.Burnes@gov.bc.ca>
Subject: RE: WSDOT-BC High-Speed Study Agreement (2)

I would assume Jamie would sign.

From: Burnes, Jane I JTT:EX
Sent: Monday, June 25, 2018 12:22 PM
To: Cyr, Lori JTT:EX
Subject: RE: WSDOT-BC High-Speed Study Agreement (2)

Lori, thanks for looking after this.

s.13

' Jamie Hammond says he is prepared to if that is appropriate.

Jane Burnes
Executive Director
250-889-1054

From: Cyr, Lori JTT:EX
Sent: Monday, June 25, 2018 12:10 PM
To: 'Beloso, Jason' <BelosoJ@wsdot.wa.gov>
Cc: Burnes, Jane I JTT:EX <Jane.Burnes@gov.bc.ca>
Subject: RE: WSDOT-BC High-Speed Study Agreement (2)

Sounds good Jason

From: Beloso, Jason [<mailto:BelosoJ@wsdot.wa.gov>]
Sent: Monday, June 25, 2018 12:08 PM
To: Cyr, Lori JTT:EX
Subject: RE: WSDOT-BC High-Speed Study Agreement (2)

Thanks Lori. We'll make the change and send you an electronic and hard copy for your signature. As a reminder, we'll need two signed copies for our record.

Jason Beloso
Strategic Planning Manager
Rail, Freight, and Ports Division
Washington State Department of Transportation
E-mail: belosoj@wsdot.wa.gov
Office: 206.464.1259
Cell: 831.521.7969

From: Cyr, Lori JTT:EX <Lori.Cyr@gov.bc.ca>
Sent: Monday, June 25, 2018 11:00 AM
To: Beloso, Jason <BelosoJ@wsdot.wa.gov>
Subject: WSDOT-BC High-Speed Study Agreement (2)

Hi Jason,

s.13

Lori K. Cyr, CPPB
Manager Procurement and Contracts | Economy Sector
Telephone: 778.698.3365

****NEW** for future General Procurement inquiries please email our Economy Sector mailbox: PROCECON@gov.bc.ca



**Washington State
Department of Transportation**

Billing Invoice / Customer Statement

Invoice Number: GCB3021 - 8.24.2018	Invoice Date: 8/24/2018
Customer: CAN00000065	Make Checks Payable To:
Project: GCB3021	WA ST Department of Transportation
Project Title: Ultra High-Speed Ground Tran. Study (Reimb) BC	
To: Department of Ministry (British Columbia) 1803 Douglas St. Victoria, BC V8T5C3	Mail Check To: Attn: Cashier Department of Transportation PO Box 47420 Olympia, WA 98504-7420

Description	Amount
British Columbia's contribution to the Ultra High-Speed Ground Transportation Study for the Economic Impacts addendum, providing a consultant developed business case analysis. Per agreement GCB3021 between British Columbia and Washington State Department.	\$300,000.00
Due September 30, 2018.	
Amount Due WSDOT (in Canadian Dollars)	\$300,000.00
If you have any questions regarding this billing, please contact Brent Thompson at (360) 705-7927.	
Cashier's Office please apply to deferred revenue for GCB3021	

Washington State Department of Transportation
Ultra-High-Speed Ground Transportation Business Case Analysis
Advisory Group Operating Guidelines
9/19/2018

Overview

WSDOT's Rail, Freight and Ports Division is preparing a business case analysis for an ultra-high-speed ground transportation (UHSGT) system between Vancouver, British Columbia and Portland, Oregon. This analysis will provide additional detail on an intercity passenger transportation system traveling at speeds of 250 mph or more, with possible additional stops along the corridor between Vancouver and Portland.

Purpose

The Advisory Group for the UHSGT Feasibility Study reviews and provides feedback on planning inputs and draft conclusions presented by the project team. Advisory Group members are asked to share key insight on engineering, economic, and policy feasibility. This is not a decision-making body, but will help WSDOT and its consultant team consider various perspectives as the analysis develops. The group will also advise on implementation strategy following the conclusion of the analysis.

Desired Outcomes

The project team will solicit feedback from Advisory Group members on topics of their expertise, including:

- Corridor planning strategy, including alignment options, stations, and technical considerations
- Ridership analysis and forecasts
- Economic framework
- Technology and innovation
- Governance options
- Potential funding and financing mechanisms

The final report for the business case analysis is due to the Washington State Legislature June 30, 2019.

Membership

The Advisory Group includes approximately 30 members representing economic, transportation and jurisdictional interests throughout the study corridor between Vancouver, British Columbia and Portland, Oregon. Members were identified through recommendations from project stakeholders and key team members.

Group Process

Project staff will present information during Advisory Group meetings and solicit feedback from Advisory Group members. Meeting materials may be provided for Advisory Group members to review in advance of meetings. Meetings may be held in person or via webinar, and the facilitator will make every effort to hear comments from all group members.

Ground Rules

All Advisory Group meeting participants agree to abide by the following ground rules.

- Arrive at meetings on time and prepared to discuss agenda topics
- Follow the topics and times on the agenda
- Listen carefully and speak honestly
- Keep an open mind
- Respect the views and opinions of others
- Provide comments that are specific and constructive
- Allow everyone the opportunity to speak once before speaking a second time
- Bring a spirit of cooperation and creativity to solutions
- Speak from interests - not from positions
- Consider the needs and concerns of people outside your own community

Meeting Schedule and Topics (tentative)

The Advisory Group will meet six times between July 2018 and June 2019. Attempts will be made to hold meetings throughout the corridor, including Vancouver, Portland and Seattle, and meetings will be approximately 4 hours in length.

Consistent attendance is important to accomplish Advisory Group tasks.

Date	Location	Topics
July 30, 2018	Seattle	<ul style="list-style-type: none">• Advisory Group operating guidelines• Review feasibility study results• Overview of key work elements
Oct. 2018	Vancouver, BC (coordinated with Cascadia Innovation Conference)	<ul style="list-style-type: none">• Economic analysis• Corridor planning• Alignment and stations
Dec. 2018	Portland	<ul style="list-style-type: none">• Ridership analysis• Behavioral survey
Feb. 2019	Seattle	<ul style="list-style-type: none">• Governance• Transportation technology
Apr. 2019	Vancouver, BC	<ul style="list-style-type: none">• Funding and finance• Legislative and policy support
Jun. 2019	Portland	<ul style="list-style-type: none">• Preview of final business case results, including review of how advisory group input affected findings• Next steps for implementation

Media Requests

Advisory Group members are encouraged to direct any media inquiries to project staff for comment. Members may choose to respond to inquiries from the media as individuals, but are requested not to speak on behalf of the Advisory Group.

Project Contacts

WSDOT Project Manager	Jason Beloso, WSDOT 206 464 1259 belosoj@wsdot.wa.gov
Consultant Project Manager	Karen Hedlund, WSP 212 465 5059 Karen.Hedlund@wsp.com
Advisory Group Facilitator	Angie Thomson, EnviroIssues 253 439 6224 athomson@enviroissues.com

WSDOT Ultra High Speed Ground Transportation study

Key talking points

- WSDOT will be studying high-speed connections between Portland, Seattle, and Vancouver BC, with possible travel times of approximately an hour between each city.
- WSDOT, ODOT, British Columbia and Microsoft all contributed funding for a more in-depth business case analysis (\$750,000 from WSDOT and \$750,000 combined from other three).
- The vision for such a system originated with the Cascadia Innovation Corridor conference in Vancouver in 2016.
- The study will look at alignments, general station locations, potential ridership, costs, and financing options.
- The study is expected to be completed by July 2019.
- An Advisory Group – composed of representatives from public and private sectors in Washington, British Columbia and Oregon – are providing input into the study.
- A high-speed transportation system could encourage greater regional collaboration in research, economic development and business innovation, as well as create additional potential for tourism.
- We're looking forward to the findings of the study to determine the next steps.
- Those interested in receiving email updates can register on the WSDOT website (<http://bit.ly/ultra-high-speed-study> or type "ultra high speed" into search at wsdot.wa.gov to reach the page)
- Additional questions can be directed to Jason Beloso, WSDOT Planning Manager, at 206-464-1259 or BelosoJ@wsdot.wa.gov.



Ultra High-Speed Ground Transportation Business Case Analysis Advisory Group

Meeting time and location

October 9, 2018
10:30 am to 1:00 pm
725 Granville St.
Vancouver BC
Check in 7th floor

Online access:

<https://attendee.gotowebinar.com/register/5750114153663924227>
Conference number: 1-866-430-7034
Audio PIN: 204-636-5913#

Meeting objectives

- Review progress on corridor planning efforts
- Provide overview of economic impact study and travel demand modeling approach
- Provide input on business leader interviews
- Hear lessons learned from California High Speed rail

Agenda

Time	Topic	Lead
10:30 am	Welcome and Introductions <ul style="list-style-type: none">• Housekeeping items• Agenda review• Follow up from meeting #1	Jason Beloso Angie Thomson Advisory Group
10:40 am	Corridor Planning: Overview and Status <ul style="list-style-type: none">• Summary of 2018 study• Station area selection criteria• Sample station screening process• Advisory group discussion	Laura Shabe
11:30 am	Travel Demand Modeling <ul style="list-style-type: none">• Overview of approach• Local data collection• Group discussion	Mark Buckmaster
11:50 am	Economic Impact Study <ul style="list-style-type: none">• Economic profile of mega-region• Future economic structure<ul style="list-style-type: none">◦ Industry clusters◦ Economic transformation• Advisory Group discussion	Ira Hirschman Pierre Vilain
12:20 pm	Business Leader Interviews <ul style="list-style-type: none">• Review list of interviewees and questions• Interviews completed to date• Advisory Group discussion	Neil Peterson

12:35 pm	History and Lessons Learned <ul style="list-style-type: none"> California High Speed Rail Advisory Group discussion 	Karen Hedlund
12:55 pm	Next steps <ul style="list-style-type: none"> Communications strategy Review action items Next advisory group meeting 	Janel Matkin Angie Thomson
1:00 pm	Wrap up and adjourn	

NOT FOR DISTRIBUTION



**Ultra-High-Speed Ground
Transportation Business Case
Analysis**
Advisory Group Meeting #3

December 10, 2018



Microsoft



BRITISH
COLUMBIA



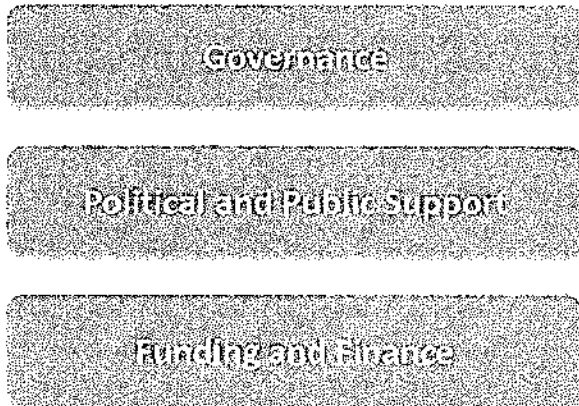
NOT FOR DISTRIBUTION

Advisory Group Meeting 3



- 12:30 pm Welcome and introductions
- 12:40 pm UHSGT panel discussion recap
- 1:00 pm Governance
- 1:50 pm Public engagement: messaging discussion
- 2:20 pm Update on business case elements
- 2:45 pm Next steps
- 3:00 pm Wrap up and adjourn

Three pillars of success

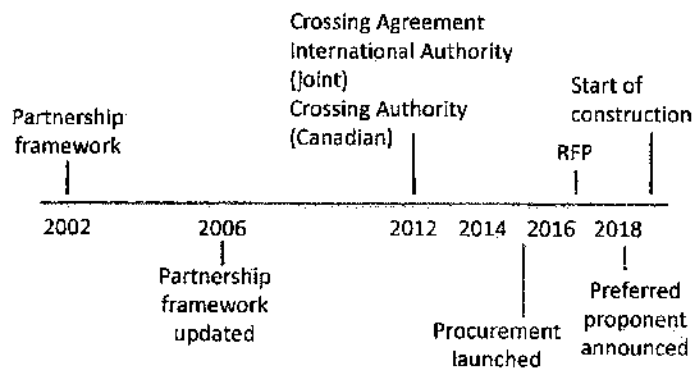


Key takeaways

- Public/business engagement is critical to success
- Clear messaging and compelling vision shared broadly
- Develop partnership framework for early collaboration and decision-making

Existing US/Canadian cross-border agreements: case studies

- Gordie-Howe Bridge
 - Ontario-Michigan Border Transportation Partnership Framework
 - Canada-Michigan Crossing Agreement
- Saint Lawrence Seaway International Bridge
- Peace Bridge



NOT FOR DISTRIBUTION

Governance



European and other precedents

- **Channel Tunnel:**
 - P3 like concession listed on London & Paris stock markets, international treaty/legislation, public regulation (CTSA)
- **Other national infrastructure projects:**
 - UK Crossrail
 - UK Channel Tunnel Rail Link / HS1
 - France Tours – Bordeaux HSR
 - Japan Shinkansen HSR extensions
- **Common Themes**
 - Separate delivery company established
 - Private involvement in delivery (P3 in many cases)
 - Alternative funding tools
 - Independent regulation



NOT FOR DISTRIBUTION

Governance



Legal framework for UHSGT

- Existing legal authorities
 - US Constitution “compact clause” – Art. I, sec. 10
 - Washington State exercise of joint powers
 - with other states RCW 3934.030;
 - P3 project – with other nations RCW 47.29.210
 - Oregon authority OR 190.485
 - BC and Canadian federal governments

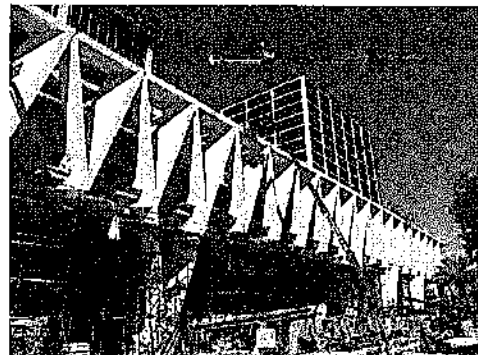


Potential initial collaboration

- Include public and private sector participants
- Initial activities
 - Define vision and purpose
 - Planning and preliminary environmental process
 - Station and alignment alternatives
 - Outreach and engagement
- Evaluate establishment of bi-national authority and related entities to procure project

**Authority responsibilities**

- Membership and appointment
- Applicable procurement rules
- Ability to do P3s
- Cross border contracting and regulation
- Eligibility for grants and loans
- Securing share of increase in land values
- Station area development



Miami Brightline

NOT FOR DISTRIBUTION

Discussion



- What would a corridor-wide collaboration agreement look like?
- What are the near-term priorities?
- Who are the critical members/stakeholders?

9

NOT FOR DISTRIBUTION

Political and Public Support



Messaging about UHSGT: Context

- **From the WSDOT web site:** Regional business and government leaders believe enhanced interconnectivity would allow Cascadia to better manage the megaregion's population and economic growth potential and maximize public transportation benefits.
- **From the BC/WA 2018 MOU:** Continue and further strengthen joint transportation planning efforts, focused on improved connectivity and ease of travel and movement

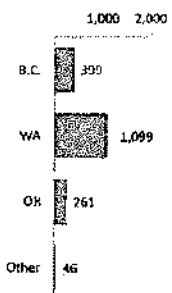
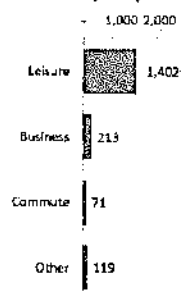
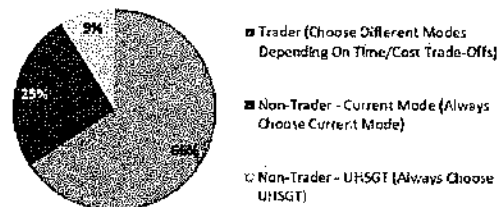
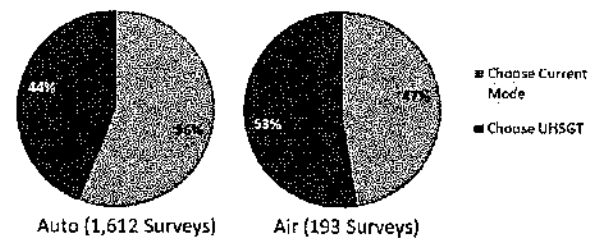
10

- Visualize....
- What does the future look like with ultra-high-speed (high performing) transportation?

11

Stated preference survey

- Survey went live Nov 12th
- Currently 1,805 completed surveys

Respondents By Home Location**Respondents By Journey Purpose****"Trading" Behavior Within SP Exercise****Overall Mode Choices Within SP Exercise**

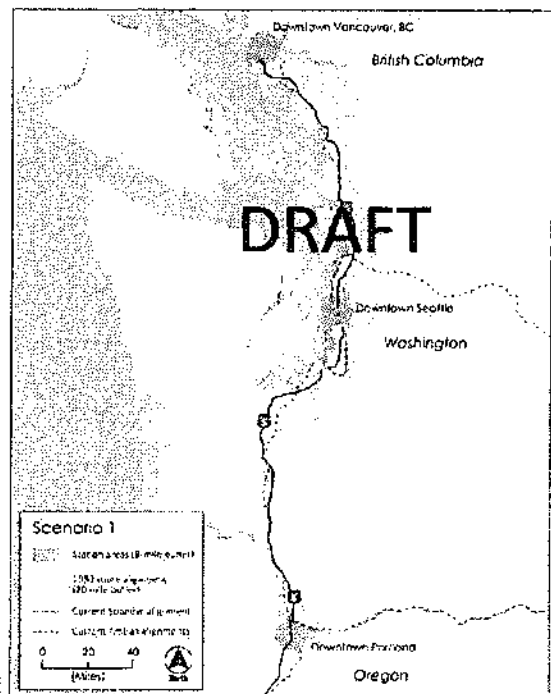
12

NOT FOR DISTRIBUTION

Preliminary scenarios

Guiding principles

- Scenarios are defined and “grounded” by their major hubs
- Each scenario will use combinations of intermediate stations to test ridership volumes
- Priority given to intermodal ridership connections
- One station area in Canada
- Consideration given to phasing
- Distances between station areas will affect operational costs

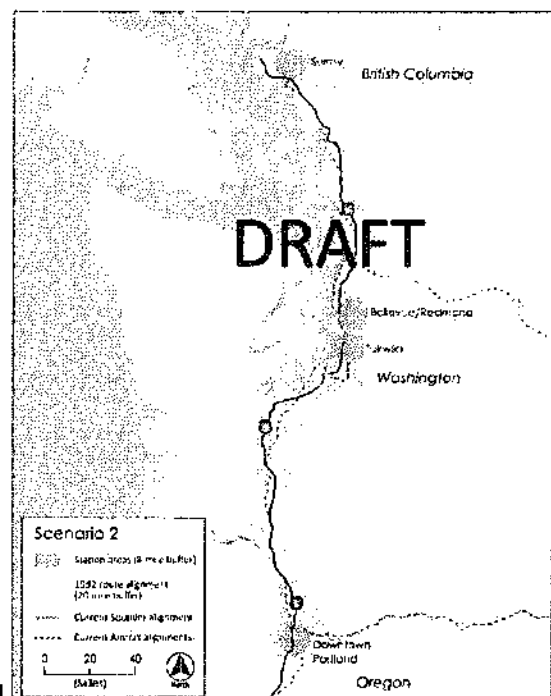


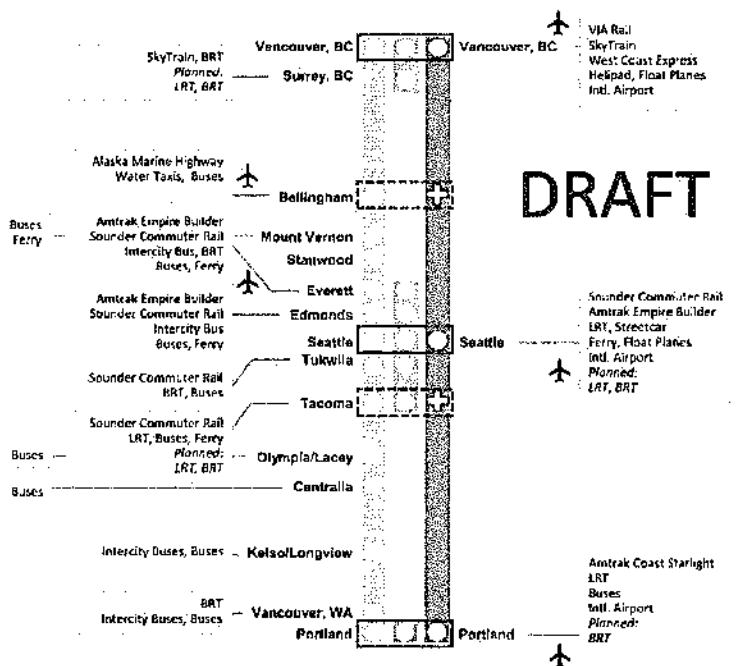
NOT FOR DISTRIBUTION

Preliminary scenarios

Guiding principles

- Scenarios are defined and “grounded” by their major hubs
- Each scenario will use combinations of intermediate stations to test ridership volumes
- Priority given to intermodal ridership connections
- One station area in Canada
- Consideration given to phasing
- Distances between station areas will affect operational costs

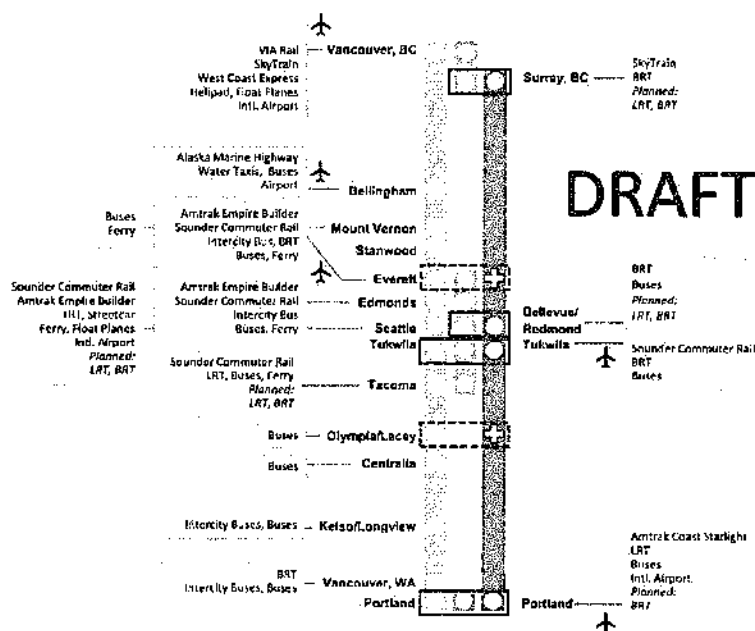




Scenario one: Vancouver, BC – Seattle – Portland downtowns

KEY

- Proposed UHS/GT
- Amtrak Cascades
- Commuter Rail/Transit
- Airport
- Rail/Transit Stations
- Major hub interchange
- Intermediate test hub
- Intermediate test station



Scenario two: Surrey, BC – Bellevue/Redmond– Portland

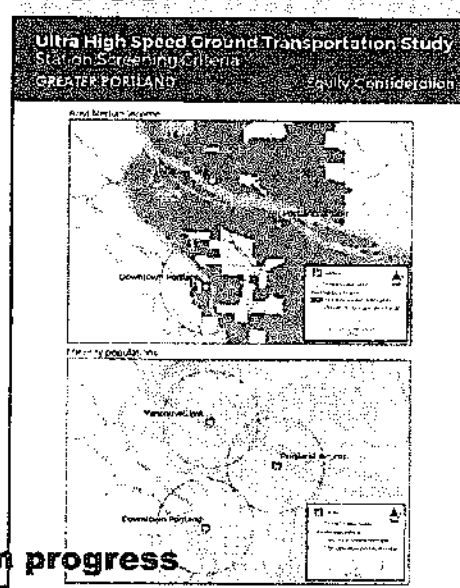
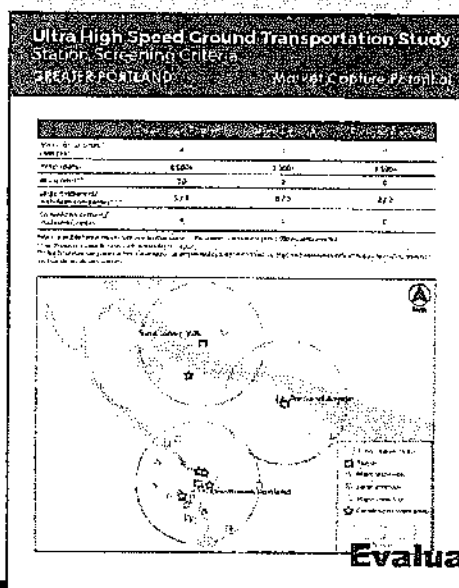
KEY

- Proposed UHS/GT
- Amtrak Cascades
- Commuter Rail/Transit
- Airport
- Rail/Transit Stations
- Major hub interchange
- Intermediate test hub
- Intermediate test station



NOT FOR DISTRIBUTION

Station area characteristics



Evaluations in progress

17

NOT FOR DISTRIBUTION

Business Case Analysis: Update



Megaregion economic analysis

- Cascadia Region has the opportunity to leverage the *critical economic mass* of a global city
 - GDP (12th largest - \$630B in 2017)
 - Combined population of 8.7 million; combined employment of 3.2 million
 - Tech and tech/manufacturing sectors – employment in the tech sector equals at least 320,000

By building a strong connection from Vancouver to Seattle to Portland, we're building regional connections that will also compete on a global level.

Brad Smith, President, WSDOT

18

Key regional strengths

PORTLAND, OR	SEATTLE, WA	VANCOUVER, BC
Access to young professional talent	Access to young professional talent	Access to global skilled talent pool
Strong business, biotech and IT start-up culture	Home to largest information technologies firms; home to global power house tech firms	Government-led STEM workforce development (Supercluster)
More affordable cost of living	Strong international transit and commercial trade connections	Strong international transit and commercial trade connections
Robust design and manufacturing base	Diverse industrial and creative economy; strong manufacturing base with tech	Leading center of video game production
30% of population is within the creative class; advanced degree share is 21%	Ranked 10 th among 20 top global cities in venture capital investment, ranked 2 nd for economic development	BC ranked 4 th among Canadian provinces in "Advanced Industries" employment

19

Strengths in connecting regional clustered industries

30 industries with LQs over 1

13 industries with LQs over 1.5

- Aerospace Vehicles and Defense
- Information Technology and Analysis
- Communications Equipment and Services
- Medical Devices
- Music and Sound Recording
- Video Production and Distribution

Over the last 20 years, *10 clustered industries* experienced positive growth in Portland, Vancouver **AND** Seattle, such as:

- Biopharmaceuticals
- Metalworking Technology
- Footwear and Apparel
- Food Processing and Manufacturing
- Marketing, Design and Publishing
- Aerospace Vehicles and Defense
- Lighting and Electrical Equipment

20

Business Case Analysis: Update WSDOT

Regional gaps and constraints

Challenges limit economic growth:

- Lack of affordable housing and high cost of living in urban core areas
- Workforce availability
- Economic diversity is less robust in some metro areas
- Environmental constraints can impose growth limits for individual metro areas
- Border and trade barriers can limit flow of labor, goods and services, and capital flows

High speed travel will help in recruitment of talent in the most robust, especially high skilled, regions within the year – supplying the jobs

— Justin J. Brown, Governor

Business Case Analysis: Update WSDOT

Benefits of improved (high performing) connectivity

- Economic integration of metro areas leading to critical mass
- Enhanced position in the global economy
- Synergistic growth across industry clusters
- Decentralized cost pressure in the urban core
- More infill development and innovation start-ups

High speed provides the opportunity to change the character of the region.

— Pascal Spotholte, Governor Brush

Communications Update



- Soliciting participants in the stated preference survey through social media
- Scheduling presentations with interest groups
- Articles in American Public Transportation Association publications
- bit.ly/ultra-high-speed-study



23

Equity Subgroup



- Forming a small group to address equity for the business case analysis
 - How can UHSGT advance equity in the Cascade region?
 - How should equity be considered as plans for UHSGT move forward?
 - How can meaningful input and feedback about the study be solicited from low-income and underrepresented communities?
- Meet via conference call in January to report back to Advisory Group in February

24

NOT FOR DISTRIBUTION

Legislative Session



- Oregon Governor budget released
- Washington Governor releases budget December 12
- Washington state legislative session starts January 14
- Oregon state legislative session starts January 22
- Next Advisory Group meeting in Olympia, WA on February 8



25

NOT FOR DISTRIBUTION

Next Steps



- Continued work on economic analysis, travel demand modeling, corridor planning
- February 8, 2019 Advisory Group meeting in Olympia

For more information:

Jason Beloso

Rail, Freight, and Ports Division

BelosoJ@wsdot.wa.gov

206 464 1259

For communication/media:

Janet Matkin

MatkinJ@wsdot.wa.gov

360 705 7966

26

Burnes, Jane I JTT:EX

From: Angie Thomson <athomson@enviroissues.com>
Sent: Monday, January 28, 2019 10:45 AM
To: Marko.Lilas@leg.wa.gov; Curt.Kohlwes@leg.wa.gov; Judith.Warnick@leg.wa.gov; Richelle.MacKersie@leg.wa.gov; Jake.Fey@leg.wa.gov; Anna.Nepomuceno@leg.wa.gov; charles.knutson@gov.wa.gov; ELIZERM@wsdot.wa.gov; chris.green@commerce.wa.gov; paterd@wsdot.wa.gov; ahmed.darrat2@seattle.gov; irenep@microsoft.com; Mike@michaelgroesch.com; hadoub@microsoft.com; steve@waroundtable.com; NEILS@WAROUNDTABLE.COM; marilyns@seattlechamber.com; rolson@psrc.org; rachel.smith@kingcounty.gov; april.putney@kingcounty.gov; Mark@wabuildingtrades.org; chris@futurewise.org; bryce@futurewise.org; Alex@transportationchoices.org; Toby@Transportationchoices.org; Hewitt, Jeremy IGRS:EX; Halwani, Lina TRAN:EX; Matt.Craig@translink.ca; Lon.lacaire@vancouver.ca; neal.peacocke@vancouver.ca; dale.bracewell@vancouver.ca; JABoan@surrey.ca; Brownsey, Silas JTT:EX; Brandon.Lee@international.gc.ca; brendan.finn@oregon.gov; Emily.Roemeling@oregon.gov; Howard.A.GARD@odot.state.or.us; bob.stacey@oregonmetro.gov; Margi.Bradway@oregonmetro.gov; craig.dirksen@oregonmetro.gov; malu.wilkinson@oregonmetro.gov; Tom.Kloster@oregonmetro.gov; bob.vanbrocklin@stoel.com; alando@cityofrosesdisposal.com; shannon.gale@stoel.com; Art.Pearce@portlandoregon.gov; sierra.stringfield@portlandoregon.gov; Chris.Warner@portlandoregon.gov; jack.isselmann@gbrx.com; Burnes, Jane I JTT:EX; belosoj@wsdot.wa.gov; jennifer.sellers@odot.state.or.us; irenep@microsoft.com; mike@michaelgroesch.com; belosoj@wsdot.wa.gov; matkinj@wsdot.wa.gov; nelsonm@wsdot.wa.gov; karen.hedlund@wsp.com; david.warner@wsp.com; auden.kaehler@wsp.com; ira.hirschman@wsp.com; pierre.vilain@steergroup.com; laura.shabe@wsp.com; mark.buckmaster@steergroup.com; jeff.schultz@wsp.com; chris.wilhelm@wsp.com; Angie Thomson; August Burns; neil@neilpeterson.com; paula.hammond@wsp.com
Subject: Confirmed location and agenda for Feb 8 USHGT Advisory Group
Attachments: UHSGT_AdvisoryCommittee_Meeting4_Agenda.pdf

We're excited to announce that our February 8 UHSGT Advisory Group meeting will be held at the Washington State Governor's Mansion in Olympia, Washington from 9:30 am to 12:00 pm. Governor Inslee and Premier Horgan are expected to visit near the start of the meeting to hear a bit about our work and share some perspectives. Following the meeting, all attendees are invited to attend Premier Horgan's address to the joint session of the legislature (you'll receive a separate invitation for that event). The agenda for our advisory group meeting is attached. Some important details for the meeting:

- Please RSVP your attendance for the meeting, and indicate whether you'll be attending in person or virtually. **You must RSVP for in-person attendance by February 1** so we can provide names to security staff. Please provide names of all attendees, including support staff who may be attending with you. I have attached a list of current RSVPs for your reference.
- While virtual participation in the meeting is available, the audio setup in the Ballroom at the mansion is somewhat limited. Please consider attending the meeting in person if possible.
- The Washington State Legislature will be in session during our meeting and there is no public parking adjacent to the Governor's Mansion. Please allow extra time for parking on or near the capitol campus. This [map](#) of the capitol campus shows designated parking locations.

Looking forward to seeing you all on February 8. Please be in touch if you have additional questions.

Burnes, Jane I JTT:EX

From: Mihlar, Fazil JTT:EX
Sent: Thursday, January 31, 2019 9:03 PM
To: Burnes, Jane I JTT:EX
Cc: Brownsey, Silas JTT:EX
Subject: JTT - STOB 80 Request High-speed Rail signed DL.pdf
Attachments: JTT - STOB 80 Request High-speed Rail signed DL.pdf; ATT00001.txt

Hi Jane: FYI. Have a good evening. Fazil



January 31, 2019
378386

Confidential

Fazil Mihlar
Deputy Minister
Ministry of Jobs, Trade and Technology
PO Box 9846 Stn Prov Govt
Victoria, B.C. V8W 9T2

Dear Colleague:

Re: Washington State Department of Transportation STOB 80 Request

I am writing to advise you that as Secretary to Treasury Board, I have approved your ministry's request to enter into a STOB 80 agreement with the Washington State Department of Transportation, with a provincial contribution of \$0.300 million CDN in 2018/19 only, with the following conditions:

- The \$0.300 million CDN payment under the proposed financing arrangement must be expensed by March 31, 2019; and
- The allocation of one-time funding in 2018/19 cannot create funding pressures or expectations that the Province will provide ongoing funding to the organization.

Sincerely,

A handwritten signature in black ink, appearing to read "Heather Wood".

Heather Wood
Secretary to Treasury Board

cc: Michael Lord
Assistant Deputy Minister and Executive Financial Officer
Ministry of Jobs, Trade and Technology

Page 60 to/à Page 61

Withheld pursuant to/removed as

s.13;s.17



NEWS RELEASE

For Immediate Release

[release number]

Feb. 7, 2019

Office of the Premier

B.C. and Washington strengthen ties as B.C. backs next phase of high-speed corridor study

SEATTLE, WA – As part of ongoing work to improve connectivity and strengthen ties between British Columbia and Washington state, B.C. Premier John Horgan joined Washington Gov. Jay Inslee to announce that B.C. will help fund the next proposed phase of a study of a potential ultra-high-speed corridor service linking British Columbia, Washington state and Oregon.

“Gov. Inslee and I recognize the enormous potential for growth in our region, to deliver strong, sustainable economic development, create good jobs and a better future for people on both sides of the border,” said Premier Horgan. “Improving transportation connectivity is a critically important part of the path forward, and we’re going to keep working together to seize opportunities and strengthen the relationship between Washington state and B.C.”

The two leaders have been working jointly to grow the region’s innovation and tech economy, combat climate change, protect the environment, and promote trade and improve transportation connectivity. Collaboration on the corridor study is another step towards realizing those shared goals.

“I want to thank Premier Horgan for his generous contributions to the Ultra High Speed Corridor project,” said Gov. Inslee. “Our Cascadia region has the critical mass of a growing population, the muscle mass of a strong economy and the traffic problems to justify ultra high speed connections, and this investment will help move the project to the next level.”

In March 2018, B.C. contributed \$300,000 for a business case analysis to explore ridership levels, project delivery methods, cost and financing. The full results of this analysis are expected in summer 2019.

Today, B.C. is contributing an additional \$300,000 for the proposed next phase of the project that will explore models for a multi-jurisdictional authority to lead a community engagement process and preliminary environmental review.

On December 10, 2018, Governor Inslee announced that he is including USD \$3.25 million in his budget for the development of a new ultra high-speed corridor authority for Washington, British Columbia and Oregon. It’s part of his broader clean energy strategy which advances electric transportation and helps achieve Washington state’s climate action goals.

Premier Horgan is in Washington State on February 7-8, 2019. The two-day trip with Gov. Inslee includes speaking engagements and meetings with government and business leaders in Seattle and Olympia, including Microsoft and the Seattle Chamber of Commerce. Premier Horgan will be giving a formal address to the Washington State Legislature on February 8th.

Quick Facts:

- On Oct. 10, 2018, Premier Horgan and Gov. Jay Inslee signed a Memorandum of Understanding (MOU) to act jointly to grow the region's innovation economy, protect the environment and combat climate change, promote trade and improve transportation connectivity.
- Funding partners have contributed a total of USD\$1.5 million toward the current study [Washington state (\$750,000), B.C. (CDN \$300,000), Oregon (\$200,000) and Microsoft (\$300,000)].
- Washington state released an economic analysis in 2018 that estimated a high-speed corridor link could create up to 200,000 jobs for people in B.C. and the U.S. and generate billions of dollars in economic benefits for the Cascadia Corridor between B.C., Washington and Oregon. The analysis also estimated that within a few years of operation, ridership could reach 1.8 million annually.
- A high-speed transportation corridor could reduce the travel time between Vancouver and Seattle to about one hour from three hours. High-speed trains travel up to 400 km/h.
- Total Canada-Washington goods trade is valued at approximately \$26.4 billion.

Learn More:

Cascadia Innovation Corridor: <https://news.gov.bc.ca/releases/2018PREM0126-001970>

Media Contacts:

Jen Holmwood
Deputy Communications Director
Office of the Premier
250 818-4881

[Name]
[title]
Office of Governor Jay Inslee
xxx-xxx-xxxx

Government Communications and Public Engagement
Ministry of Jobs, Trade and Technology
778 698-2892

Connect with the Province of B.C. at www.gov.bc.ca/connect



Ultra High-Speed Ground Transportation Business Case Analysis Advisory Group

Meeting time and location

February 8, 2019
9:30 am to 12:00 pm
Governor's Residence Ballroom
Olympia, WA

Online access:

<https://attendee.gotowebinar.com/register/5782335345365743874>

Conference number: 866 952 8437

Audio PIN: Shown after joining webinar

Meeting objectives

- Review vision feedback from stakeholders and advisory group
- Hear summary of economic development work
- Share results of corridor planning scenario development

Agenda

Time	Topic	Lead
9:30 am	Welcome and Introductions <ul style="list-style-type: none">• Agenda review	Jason Beloso Angie Thomson Advisory Group
9:45 am	Proposed leadership visit	Governor Inslee Premier Horgan
10:00 am	Legislative work session recap	Jason Beloso
10:15 am	Vision for UHSGT <ul style="list-style-type: none">• Stakeholder surveys summary• Vision recap from meeting #3• Advisory group discussion<ul style="list-style-type: none">○ How do these vision elements resonate with advisory group members?○ What should be considered to ensure effective public engagement in future phases?	Neil Peterson
10:45 am	Economic Development <ul style="list-style-type: none">• Stated preference survey results• Economic development opportunities• Advisory group discussion<ul style="list-style-type: none">○ How does economic transformation support leadership in innovation and regional prosperity?○ How does economic transformation look in small towns?	Neil Peterson
11:20 am	Corridor Planning <ul style="list-style-type: none">• Scenario development• Key tradeoffs	Laura Schabe

	<ul style="list-style-type: none">• Advisory group discussion<ul style="list-style-type: none">○ What is the cost of higher ridership?○ Could stations be added later to reduce upfront costs?○ Are higher speeds worth the higher costs?○ Have all lower cost options been considered?○ Have all potential benefits been accounted for?	
11:50 am	<p>Next steps</p> <ul style="list-style-type: none">• Other topics• Review action items• Next advisory group meeting	Angie Thomson
12:00 pm	<ul style="list-style-type: none">• Adjourn	Angie Thomson

INFORMATION NOTE

Cliff #: 143925

Date: January 7, 2019

PREPARED FOR:

Fazil Mihar, Deputy Minister, Ministry of Jobs, Trade and Technology

ISSUE: Vancouver-Seattle-Portland Ultra High-Speed Ground Transportation: update and next steps

BACKGROUND:

(NOTE: For Timeline, please see Appendix 1.)

The Washington State government is spearheading an examination of the concept of an ultra high-speed transportation corridor connecting Vancouver – Seattle – Portland. The proposed concept would cut transportation time between Seattle and Vancouver from approximately three hours to one hour.

In February 2018 Washington State's Department of Transportation (WSDOT) released results of two preliminary ultra high-speed analyses. These examined, at a high level, technology and route options, number/location of stations, ridership and revenue analysis, cost recovery and potential funding financing model/mechanisms, and an initial estimate of economic impacts.

One of the main findings was that, although the concept appears to have potential in the long-term, significant additional information and assessment is required in order to make an informed decision on the viability of such a service. Other findings included:

- capital cost is in the range of US\$24-42 billion
- ridership could be up to 1.8 million per year by 2035 (Vancouver-Seattle is 25% of the total)
- forecast of a reduction of 40,000 tonnes of greenhouse gas emissions by 2055
- reduction of up to 17% of freeway trips
- creation of up to 200,000 jobs

s.13,s.16,s.17

BC government representatives - from the Intergovernmental Relations Secretariat and the Ministries of Transportation and Infrastructure, and Jobs, Trade and Technology - participate on the Advisory Council and the Steering Committee. The Council has broad representation and convenes every two months to receive updates. Its next meeting is on February 8, 2019. The Steering Committee meets every two weeks.

The preliminary study identified three conceptual corridor routes for transportation modeling purposes, each with only one stop in BC:

1. Vancouver International Airport (YVR)-Bellingham-Everett-Seattle-Tacoma-Lacey-Portland;
2. Vancouver downtown-Seattle-Tacoma-Portland; and
3. Surrey-Tukwila-Portland.

s.13,s.16,s.17

(NOTE: In 2017, City of Surrey staff raised the BNSF rail relocation and WSDOT responded that ultra high-speed rail and rail-based freight operations could not operate in a shared right-of-way and therefore BNSF rail realignment would not be entertained in the ultra high-speed rail study.)

DISCUSSION:

Premier Horgan has met with Governor Inslee on numerous occasions. On October 10, 2018, the Premier and Governor held bi-lateral discussions and signed a BC-WA State MOU on Advancing the Innovation Economy, Environmental Protection and Transportation Connectivity. This new MOU details numerous areas of collaboration, including “exploring the possibility of a new multi-jurisdictional Ultra High-Speed Rail Corridor authority that could help lead the project in any agreed-upon subsequent phases”.

As a next step, Governor Jay Inslee’s proposed 2019 budget includes \$3.25 million for a multi jurisdictional partnership. s.13,s.16,s.17

s.13,s.16,s.17

s.13,s.16,s.17

Upcoming Next Steps:

With Premier Horgan's upcoming trip to Olympia in February 2019, and Governor Inslee's expressed enthusiasm for the transportation corridor, it is anticipated the topic of the transportation study will be raised.

^{s.13,s.16,s.17}
1

2

3. Meeting with WA Transportation Secretary Roger Millar – a meeting has been requested for Secretary Millar with his BC counterparts. This request has gone to Ministers Trevena and Ralston.

Prepared by: Jane Burnes
Telephone: 250-889-1054

Reviewed by		
Dir:	ED: Jane Burnes	Assoc.DM: Silas Brownsey

OTHER MINISTRIES IMPACTED/CONSULTED:

Intergovernmental Relations Secretariat – TBC January 7, 2019
Ministry of Transportation and Infrastructure - TBC January 7, 2019

Appendix 1

Timeline:

- Early 1990s – U.S. Federal Railroad Administration designated the Pacific Northwest as one of five high speed rail corridors in the U.S. This provided the region with access to federal funds to plan and implement freight and passenger rail improvements.
- 1992 – Study by Washington State
- 2009 – BC-WA Memorandum on Action on Regional Transportation Planning and Coordination. First commitment was to “further develop and advance a shared vision of high-speed rail service”. Focus was Amtrak passenger service.
- 2009/10 – U.S. Federal Government provided funding to Washington State to make improvements to the Vancouver-Portland corridor, but this was focused on improving the Amtrak service.
- 2010 – High level report by the Pacific Coast Collaborative outlining initial considerations for High Speed/Ultra High-Speed Rail along the west coast
- September 2016 – MOU on Advancing the Innovation Economy signed by WA Governor Jay Inslee and then BC Premier Christy Clark.
- December 2016 – Governor Inslee proposed a study of ultra high-speed rail (250 mph or above) between Vancouver and Portland. \$300,000 funding for the study was approved through the Washington State’s Department of Transportation (WSDOT) budget and supplemented by a \$50K contribution from Microsoft (no provincial funding was requested or provided).
- December 2017 –WSDOT releases results of its 5-month preliminary analysis. The Province provided staff time and expertise as support for the study.
- February 2018 – WDOT completes and releases additional economic benefits analysis, funded by Microsoft and trade unions in the state. Findings included:
 - capital cost is in the range of US\$24-42 billion
 - ridership could be as high as 1.8 million per year by 2035 (Vancouver-Seattle is 25% of total)
 - forecast of a reduction of 40,000 tonnes of greenhouse gas emissions by 2055
 - reduction of up to 17% of freeway trips
 - creation of up to 200,000 jobs
- March 2018 – Premier Horgan meets with Governor Inslee and announces BC will contribute \$300,000 towards a business case study.
- June 2018 – WSDOT announces funding partners for \$1.5million study (\$750,000 from WSDOT, \$300,000 Can from BC, \$200,000 from the Oregon Department of Transportation, and \$300,000 from Microsoft), and awards contract.
- October 2018 – MOU on Advancing the Innovation Economy, Environmental Protection and Transportation Connectivity signed by Premier Horgan and Governor Inslee.
- s.13,s.16,s.17



January 31, 2019
378386

Confidential

Fazil Mihar
Deputy Minister
Ministry of Jobs, Trade and Technology
PO Box 9846 Stn Prov Govt
Victoria, B.C. V8W 9T2

Dear Colleague:

Re: Washington State Department of Transportation STOB 80 Request

I am writing to advise you that as Secretary to Treasury Board, I have approved your ministry's request to enter into a STOB 80 agreement with the Washington State Department of Transportation, with a provincial contribution of \$0.300 million CDN in 2018/19 only, with the following conditions:

- The \$0.300 million CDN payment under the proposed financing arrangement must be expensed by March 31, 2019; and
- The allocation of one-time funding in 2018/19 cannot create funding pressures or expectations that the Province will provide ongoing funding to the organization.

Sincerely,

Heather Wood
Secretary to Treasury Board

cc: Michael Lord
Assistant Deputy Minister and Executive Financial Officer
Ministry of Jobs, Trade and Technology

Ministry Name: M As At: 2019/02/28

Client	Responsibility	Service Line	STOB	Project	Supplier Name	Description	PO Header Start Date	PO Header End Date	Line Closed Code	PO Number	Original PO Amount	LTD PO Amount	Latest PO Amount	LTD Actuals	LTD Enc Funds Avlbl
125	51560	22400	8001	51111111	WASHINGTON STATE DEPARTMENT OF TRANSPORTATION	TO DEVELOP A BUSINESS CASE ANALYSIS OF AN ULTRA HIGH-SPEED GROUND TRANSPORTATION SYSTEM IN THE CASCADIA CORRIDOR	16-Mar-18	30-Jun-19	CLOSED	GCB3021	300000	300000	300000	300000	0
PO Total											300000	300000	300000	300000	0
											300000	300000	300000	300000	0

Supplier Payment History Report

Supplier Type: General Supplier
Payment Start Date:
Payment End Date:

Supplier: WASHINGTON STATE DEPARTMENT OF TRANSPORTATION
Number: 206803

Site: 001
Address: ATTN: JASON BELOCO, OLYMPIA, WA, 98504-7420

Account Name	Payment Number	Payment Date	Payment Currency	Payment Amount	Functional Amount	Void Date
592 CHQ Gene	17329775	20-SEP-18	CAD	300,000.00	300,000.00	
				Site Total:	300,000.00	
				Supplier Total:	300,000.00	
				Report Total:	300,000.00	

*** End of Report ***



Invoice Number: GCB3021 - 8.24.2018

Invoice Date: 8/24/2018

Customer: CAN0000065

Project: GCB3021

Project Title: Ultra High-Speed Ground Tran. Study (Reimb) BC

Make Checks Payable To:
WA ST Department of Transportation

To: Department of Minstry (British Columbia)
1803 Douglas St.
Victoria, BC V8T5C3

Mail Check To:
Attn: Cashier
Department of Transportation
PO Box 47420
Olympia, WA 98504-7420

Description

Amount

British Columbia's contribution to the Ultra High-Speed Ground Transportation Study for the Economic Impacts addendum, providing a consultant developed business case analysis. Per agreement GCB3021 between British Columbia and Washington State Department.

\$300,000.00

Due September 30, 2018.

Amount Due WSDOT (in Canadian Dollars)

\$300,000.00

If you have any questions regarding this billing, please contact Brent Thompson at (360) 705-7927.

Cashier's Office please apply to deferred revenue for GCB3021

RECEIVED

SEP 12 2018

FINANCIAL OPERATIONS
MINISTRY OF COMMUNITY DEVELOPMENT &
MINISTRY OF TOURISM, CULTURE & THE ARTS

125 *David Thompson*

Resp	51560	Service Line	22400
STOS	80013075	Project #	511111
Contract #			
Final Payment ?		Yes	No
Date Invoice Received			
Certify Goods & Services Received			
<i>Signature</i>			
Certified that the amount to be paid:			
- is correct			
- is in accordance with appropriate statute or other authority and/or contract where applicable, that the work has been performed, the goods supplied, the services rendered or other conditions met.			
<i>Signature</i>			
Spending Authority Signature			

1. Name of the person or organization	2. Address
3. Phone number	4. E-mail address
5. Description of the project or activity	
6. Date of completion	
7. Signature of the person or organization	
8. Date of signature	
9. Name of the person or organization	
10. Address	
11. Phone number	
12. E-mail address	
13. Description of the project or activity	
14. Date of completion	
15. Signature of the person or organization	
16. Date of signature	
17. Name of the person or organization	
18. Address	
19. Phone number	
20. E-mail address	
21. Description of the project or activity	
22. Date of completion	
23. Signature of the person or organization	
24. Date of signature	
25. Name of the person or organization	
26. Address	
27. Phone number	
28. E-mail address	
29. Description of the project or activity	
30. Date of completion	
31. Signature of the person or organization	
32. Date of signature	
33. Name of the person or organization	
34. Address	
35. Phone number	
36. E-mail address	
37. Description of the project or activity	
38. Date of completion	
39. Signature of the person or organization	
40. Date of signature	
41. Name of the person or organization	
42. Address	
43. Phone number	
44. E-mail address	
45. Description of the project or activity	
46. Date of completion	
47. Signature of the person or organization	
48. Date of signature	
49. Name of the person or organization	
50. Address	
51. Phone number	
52. E-mail address	
53. Description of the project or activity	
54. Date of completion	
55. Signature of the person or organization	
56. Date of signature	
57. Name of the person or organization	
58. Address	
59. Phone number	
60. E-mail address	
61. Description of the project or activity	
62. Date of completion	
63. Signature of the person or organization	
64. Date of signature	
65. Name of the person or organization	
66. Address	
67. Phone number	
68. E-mail address	
69. Description of the project or activity	
70. Date of completion	
71. Signature of the person or organization	
72. Date of signature	
73. Name of the person or organization	
74. Address	
75. Phone number	
76. E-mail address	
77. Description of the project or activity	
78. Date of completion	
79. Signature of the person or organization	
80. Date of signature	
81. Name of the person or organization	
82. Address	
83. Phone number	
84. E-mail address	
85. Description of the project or activity	
86. Date of completion	
87. Signature of the person or organization	
88. Date of signature	
89. Name of the person or organization	
90. Address	
91. Phone number	
92. E-mail address	
93. Description of the project or activity	
94. Date of completion	
95. Signature of the person or organization	
96. Date of signature	
97. Name of the person or organization	
98. Address	
99. Phone number	
100. E-mail address	
101. Description of the project or activity	
102. Date of completion	
103. Signature of the person or organization	
104. Date of signature	
105. Name of the person or organization	
106. Address	
107. Phone number	
108. E-mail address	
109. Description of the project or activity	
110. Date of completion	
111. Signature of the person or organization	
112. Date of signature	
113. Name of the person or organization	
114. Address	
115. Phone number	
116. E-mail address	
117. Description of the project or activity	
118. Date of completion	
119. Signature of the person or organization	
120. Date of signature	
121. Name of the person or organization	
122. Address	
123. Phone number	
124. E-mail address	
125. Description of the project or activity	
126. Date of completion	
127. Signature of the person or organization	
128. Date of signature	
129. Name of the person or organization	
130. Address	
131. Phone number	
132. E-mail address	
133. Description of the project or activity	
134. Date of completion	
135. Signature of the person or organization	
136. Date of signature	
137. Name of the person or organization	
138. Address	
139. Phone number	
140. E-mail address	
141. Description of the project or activity	
142. Date of completion	
143. Signature of the person or organization	
144. Date of signature	
145. Name of the person or organization	
146. Address	
147. Phone number	
148. E-mail address	
149. Description of the project or activity	
150. Date of completion	
151. Signature of the person or organization	
152. Date of signature	
153. Name of the person or organization	
154. Address	
155. Phone number	
156. E-mail address	
157. Description of the project or activity	
158. Date of completion	
159. Signature of the person or organization	
160. Date of signature	
161. Name of the person or organization	
162. Address	
163. Phone number	
164. E-mail address	
165. Description of the project or activity	
166. Date of completion	
167. Signature of the person or organization	
168. Date of signature	
169. Name of the person or organization	
170. Address	
171. Phone number	
172. E-mail address	
173. Description of the project or activity	
174. Date of completion	
175. Signature of the person or organization	
176. Date of signature	
177. Name of the person or organization	
178. Address	
179. Phone number	
180. E-mail address	
181. Description of the project or activity	
182. Date of completion	
183. Signature of the person or organization	
184. Date of signature	
185. Name of the person or organization	
186. Address	
187. Phone number	
188. E-mail address	
189. Description of the project or activity	
190. Date of completion	
191. Signature of the person or organization	
192. Date of signature	
193. Name of the person or organization	
194. Address	
195. Phone number	
196. E-mail address	
197. Description of the project or activity	
198. Date of completion	
199. Signature of the person or organization	
200. Date of signature	

Wempe, Sarah JTT:EX

From: Critchley, Carla JTT:EX
Sent: Thursday, September 6, 2018 12:56 PM
To: Wempe, Sarah JTT:EX
Cc: Burnes, Jane I JTT:EX; Cockburn, Derek P JTT:EX
Subject: RE: WSDOT-BC High-Speed Study Agreement (2)

Hi Sarah – the following coding can be used:

s.17

From: Wempe, Sarah JTT:EX
Sent: Thursday, September 6, 2018 12:44 PM
To: Critchley, Carla JTT:EX
Cc: Burnes, Jane I JTT:EX; Cockburn, Derek P JTT:EX
Subject: FW: WSDOT-BC High-Speed Study Agreement (2)

Hi Carla

Jane has sent me this invoice to process. I will fill out a batch ticket and send in, but I'm not sure where to code this. Jamie mentioned that David Mortimer is aware and money is set aside – s.13,s.17

s.13,s.17

Thanks for your help!

From: Burnes, Jane I JTT:EX
Sent: Thursday, September 6, 2018 9:06 AM
To: Wempe, Sarah JTT:EX
Subject: FW: WSDOT-BC High-Speed Study Agreement (2)

s.13,s.16,s.17

Thanx.

Jane Burnes
Executive Director
250-889-1054

From: Critchley, Carla JTT:EX
Sent: Thursday, September 6, 2018 8:59 AM
To: Burnes, Jane I JTT:EX <Jane.Burnes@gov.bc.ca>
Cc: Cockburn, Derek P JTT:EX <Derek.Cockburn@gov.bc.ca>
Subject: RE: WSDOT-BC High-Speed Study Agreement (2)

Hi Jane,

This isn't in the system yet. Do you know if the invoice and we received the invoice from WA State? Sarah indicated in a previous email that she is has the file and was waiting for the invoice to submit.

Once we receive the invoice please send it to processing with the original signed contract, contract commitment form and government transfer review form.

Thanks,
Carla

From: Burnes, Jane I JTT:EX
Sent: Wednesday, September 5, 2018 1:40 PM
To: Critchley, Carla JTT:EX
Subject: FW: WSDOT-BC High-Speed Study Agreement (2)

Hi, Carla. Jamie Hammond is asking whether the cheque has gone to WA state?
thanx

Jane Burnes
Executive Director
250-889-1054

From: Cyr, Lori JTT:EX
Sent: Monday, June 25, 2018 12:23 PM
To: Burnes, Jane I JTT:EX <Jane.Burnes@gov.bc.ca>
Subject: RE: WSDOT-BC High-Speed Study Agreement (2)

I would assume Jamie would sign.

From: Burnes, Jane I JTT:EX
Sent: Monday, June 25, 2018 12:22 PM
To: Cyr, Lori JTT:EX
Subject: RE: WSDOT-BC High-Speed Study Agreement (2)

Lori, thanks for looking after this.

s.13,s.17

Jamie Hammond says he is prepared to if that is appropriate.

Jane Burnes
Executive Director
250-889-1054

From: Cyr, Lori JTT:EX
Sent: Monday, June 25, 2018 12:10 PM
To: 'Beloso, Jason' <BelosoJ@wsdot.wa.gov>
Cc: Burnes, Jane I JTT:EX <Jane.Burnes@gov.bc.ca>
Subject: RE: WSDOT-BC High-Speed Study Agreement (2)

Sounds good Jason

From: Beloso, Jason [<mailto:BelosoJ@wsdot.wa.gov>]
Sent: Monday, June 25, 2018 12:08 PM
To: Cyr, Lori JTT:EX
Subject: RE: WSDOT-BC High-Speed Study Agreement (2)

Thanks Lori. We'll make the change and send you an electronic and hard copy for your signature. As a reminder, we'll need two signed copies for our record.

Jason Beloso
Strategic Planning Manager
Rail, Freight, and Ports Division
Washington State Department of Transportation
E-mail: belosoj@wsdot.wa.gov
Office: 206.464.1259
Cell: 831.521.7969

From: Cyr, Lori JTT:EX <Lori.Cyr@gov.bc.ca>
Sent: Monday, June 25, 2018 11:00 AM
To: Beloso, Jason <BelosoJ@wsdot.wa.gov>
Subject: WSDOT-BC High-Speed Study Agreement (2)

Hi Jason,

I was speaking with Jane Burnes in regards to this agreement – the only change we would like to see is in the reference to the exchange rate – see my note in document. I think given the fluctuating dollar the bottom line is we are providing 300K CDN...and I would just remove the reference to the exchange amount as this could be quite different at the time of payment.

Lori K. Cyr, CPPB
Manager Procurement and Contracts | Economy Sector
Telephone: 778.698.3365

****NEW** for future General Procurement inquiries please email our Economy Sector mailbox: PROCECON@gov.bc.ca

Friss, Benita N MAH:EX

From: Mortimer, David JTT:EX
Sent: Thursday, March 28, 2019 9:44 AM
To: Friss, Benita N MAH:EX
Subject: FW: High Speed Rail

From: Mortimer, David JTT:EX
Sent: January 22, 2019 8:51 AM
To: Crocker, Janet FIN:EX <Janet.Crocker@gov.bc.ca>
Subject: RE: High Speed Rail

Hi I think you were referring to this bullet?

- December 2016 – Governor Inslee proposed a study of ultra high-speed rail (250 mph or above) between Vancouver and Portland. \$300,000 funding for the study was approved through the Washington State's Department of Transportation (WSDOT) budget and supplemented by a \$50K contribution from Microsoft (no provincial funding was requested or provided).

Seems to refer to funding provided by Washington state. First involvement for JTT financial commitment was in 2018 .

From: Mortimer, David JTT:EX
Sent: January 21, 2019 4:47 PM
To: Crocker, Janet FIN:EX <Janet.Crocker@gov.bc.ca>
Cc: John, Rebecca FIN:EX <Rebecca.John@gov.bc.ca>; Ma, Tiffany J FIN:EX <Tiffany.Ma@gov.bc.ca>
Subject: RE: High Speed Rail

s.13,s.16,s.17

4.

From: Crocker, Janet FIN:EX
Sent: January 21, 2019 3:26 PM
To: Mortimer, David JTT:EX <David.Mortimer@gov.bc.ca>
Cc: John, Rebecca FIN:EX <Rebecca.John@gov.bc.ca>
Subject: RE: High Speed Rail

Hello David,

We would need a submission that outlines the request as well as includes the following:

1. s.13,s.16,s.17
- 2.
- 3.
- 4.

Regards,

Janet Crocker, MPA, BAPC

Treasury Board Analyst
Treasury Board Staff
Ministry of Finance
Tel: 778-698-3396 | Mobile: 250-213-7234 | Fax: 250-356-7624
E-mail: Janet.Crocker@gov.bc.ca

This email and any files transmitted with it are confidential and intended solely for the use of the individual or entity to whom they are addressed. If you are not the intended addressee, you should not disseminate, distribute or copy this e-mail. Please notify the sender immediately by e-mail if you have received this e-mail by mistake and delete this e-mail from your system.

From: Mortimer, David JTT:EX
Sent: January 21, 2019 11:43 AM
To: Crocker, Janet FIN:EX <Janet.Crocker@gov.bc.ca>; John, Rebecca FIN:EX <Rebecca.John@gov.bc.ca>
Cc: Ma, Tiffany J FIN:EX <Tiffany.Ma@gov.bc.ca>
Subject: FW: High Speed Rail

Morning,

JTT has been advised that the PO will be making an announcement in early February on continued shared funding to Washington Stat for a feasibility study for High Speed Rail linking a centre in the lower mainland to a centre in Washington state and Portland.

The amount is 300,000, s.13,s.16,s.17
s.13,s.16,s.17

Thanks for your help.

**AGREEMENT BETWEEN
WASHINGTON STATE DEPARTMENT OF TRANSPORTATION
AND
PROVINCE OF BRITISH COLUMBIA, CANADA**

This AGREEMENT is made and entered into between the WASHINGTON STATE DEPARTMENT OF TRANSPORTATION ("STATE") and the PROVINCE OF BRITISH COLUMBIA, CANADA ("BC"), collectively referred to as "PARTIES" and individually as "PARTY".

WHEREAS, the STATE pursuant to Engrossed Senate Bill 5096, Section 222 was responsible for developing an Ultra High-Speed Ground Transportation Study (UHSGT) that must identify the costs and benefits of a north-south alignment of ultra high-speed ground transportation in Washington State, and

WHEREAS, the STATE pursuant to Engrossed Substitute Senate Bill 6106, Section 222 is responsible for building upon the 2018 UHSGT Study and Economic Impacts addendum, providing a consultant developed business case analysis of ultra high-speed ground transportation, and

WHEREAS, the STATE shall select a consulting firm (the "Consultant") to develop the business case analysis based on the results of the 2017 Washington State ultra high-speed ground transportation feasibility study, and

WHEREAS, BC is one (1) of ten Canadian provinces and is located on the westernmost province of Canada, and

WHEREAS, BC is willing to contribute additional funding for development of the business case analysis by the Consultant which will help the STATE meet its responsibilities under Engrossed Senate Bill 6106, Section 222.

NOW THEREFORE, in consideration of the terms, conditions and performances contained herein, **IT IS MUTUALLY AGREED AS FOLLOWS:**

1. SCOPE OF WORK BETWEEN STATE AND CONSULTANT

The STATE shall enter into a new on-call agreement, requiring the consultant to perform the work stated below.

1.1 Business Case Analysis

Develop a business case analysis of an ultra high-speed ground transportation system in the Cascadia corridor, building on the results of the February 2018 UHSGT Study and Economic Impacts addendum.

Based on the recommendations found in Section 7 of the February 2018 UHSGT, the business case analysis of the ultra high-speed ground transportation shall focus on examining the following:

- A. A next phase corridor planning study, to include:
 - i. A conceptual corridor design analysis (technology neutral) that would identify any specific issues that arise when using one technology over another;
 - ii. Potential station locations and service scenarios relative to market demand;

- iii. Analysis of international high-speed rail projects and US/Canadian infrastructure projects including enterprise lessons learned and their application to this UHSGT corridor;
 - iv. Transportation system market trends and projects including land use and congestion;
 - v. Operational models that enhance multimodal integration and increase transportation system efficiency; and
 - vi. Analysis of the economic environment and structural changes to the relationship between Cascadia sub-regions to accurately examine potential demand.
- B. Enhanced ridership evaluation to inform and support the corridor planning study, to include:
- i. A better understanding of potential ridership origin and destination and trip preference, including demand elasticity, by conducting a robust, corridor-wide travel survey and stated preference survey;
 - ii. Advanced travel demand modeling between Vancouver, B.C., Seattle and Portland with more sophisticated capability than is available with CONNECT;
 - iii. Optimizing service offering by examining tradeoffs of maximizing revenue vs. maximizing ridership; and
 - iv. Market share analysis, including an estimate of latent demand and sensitivity to changes in congestion, fuel/energy and parking costs.

Within reason and in context to the timeline and budget, additional analysis shall examine the following:

- A. An expanded governance and economic framework, to include:
- i. Structural growth and shifts in the regional economy, which may be affected by changes in the US and Canadian economies;
 - ii. Benefit/Cost analysis with emphasis on transportation costs of all modes, travel time savings, reliability, including congestion, health, safety, and environmental cost;
 - iii. Public and private partnership scenarios;
 - v. Sensitivities to latest assumptions such as fuel/energy prices, and connected and autonomous vehicles; and
 - vi. Governance and regulatory structure conducive to moving regional priorities and the cross-border bi-national and bi-state program forward.
- B. Evaluation of funding and financing mechanisms, to include:
- i. Risk analysis to assess optimum risk transfer and highest value of money (VfM);
 - ii. Regulatory challenges and advancing investment opportunities such as infrastructure banks;
 - iii. Applicability of alternative transportation funding mechanisms such as carbon fees;
 - iv. Financial responsibilities and cost sharing model options; and
 - v. Revenue and farebox recovery.

The business case analysis must involve key stakeholders and include an advisory group, which shall include the following members:

- A. One member from each of the two largest caucuses of the Senate, to be appointed by the president of the Senate;

- B. One member from each of the two largest caucuses of the House of Representatives, to be appointed by the speaker of the House;
- C. The governor or his or her designee;
- D. The Secretary of Transportation or his or her designee;
- E. The Rail, Freight and Ports Director of the Department of Transportation or his or her designee; and
- F. Representatives from communities and stakeholders from public and private sectors Relevant to the analysis, including from the province of British Columbia and the state of Oregon.

1.2 Due Date

The STATE's consultant shall complete and deliver the Scope of Work and associated deliverables by June 30, 2019, to the STATE as is defined in Engrossed Substitute Senate Bill 6106.

2. PAYMENT

2.1 The STATE shall provide BC an invoice on or before September 30, 2018, to be paid within 30 days from said date.

2.2 BC is responsible for contributing \$300,000 (Three-Hundred Thousand Canadian Dollars) towards the delivery of the scope of work identified in Section 1 of this AGREEMENT.

2.3 BC's sole obligation with respect to this AGREEMENT is the payment of funds described in this Section 2. BC shall have no obligation or liability for the performance of any services by Consultant.

3. AMENDMENT

3.1 This AGREEMENT may be amended by mutual agreement of the PARTIES. Such amendments or modifications shall not be binding unless they are in writing and signed by persons authorized to bind each of the PARTIES.

4. TERMINATION

4.1 Except as otherwise provided in this AGREEMENT, either PARTY may terminate this AGREEMENT upon thirty (30) days' written notification. If this AGREEMENT is so terminated, the terminating Party shall be liable for performance in accordance with the terms of this AGREEMENT for performance rendered prior to the effective date of termination.

5. LEAD CONTRACT AGENCY and INDEPENDENT CAPACITY

5.1 The employees of the STATE or any of its contractors, subcontractors, consultants, and employees thereof, shall not in any matter be deemed to be employees of BC. BC and its employees or agents performing under this AGREEMENT are not employees of the STATE.

6. VENUE

6.1 In the event that a PARTY deems it necessary to institute legal action or proceedings to enforce any right or obligation under this AGREEMENT, the PARTIES hereto agree that any such action or proceedings shall be brought in a court of competent jurisdiction in Thurston County, Washington.

7. TERM OF AGREEMENT

7.1 Unless otherwise provided herein, the term of this AGREEMENT shall commence as of the date this AGREEMENT is fully executed and terminate as of June 30, 2019, unless sooner terminated by the PARTIES, as provided herein.

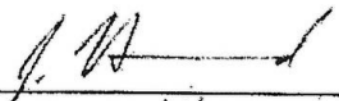
8. AUTHORITY

8.1 BC affirms that it has legal authority to enter into this AGREEMENT under the terms noted above.

8.2 It is BC's intent that this AGREEMENT be in compliance with applicable laws and regulations with respect to gratuitous services. It is specifically understood that all funding provided under this AGREEMENT is for the sole benefit and use of STATE and is not provided to or for the benefit of any individual government employee, and that BC has no expectation of favoritism from State in any procurement action.

IN WITNESS WHEREOF, the PARTIES hereto have executed this AGREEMENT as of the PARTY's date signed last hereto below.

PROVINCE OF BRITISH COLUMBIA

By: 
JAMES W. HAMMOND
ASSISTANT DEPUTY
MINISTER, BC GOVT

Date: 29 June 2018

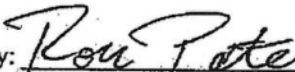
APPROVED AS FORM BY LEGAL COUNSEL

By: _____

Name: _____

Date: _____

WASHINGTON STATE DEPARTMENT OF TRANSPORTATION

By: 
Ron Pate, PLS, Division Director
WSDOT Rail, Freight and Ports Division

Date: 7-22-2018

APPROVED AS FORM BY WA STATE ASSISTANT ATTORNEY GENERAL

By: 

Name: L. Scott Lockwood

Date: 7/16/2018

Friss, Benita N MAH:EX

From: Mortimer, David JTT:EX
Sent: Thursday, March 28, 2019 9:45 AM
To: Friss, Benita N MAH:EX
Subject: FW: High Speed Rail
Attachments: Scan_20190121.pdf

From: Mortimer, David JTT:EX
Sent: January 21, 2019 4:47 PM
To: Crocker, Janet FIN:EX <Janet.Crocker@gov.bc.ca>
Cc: John, Rebecca FIN:EX <Rebecca.John@gov.bc.ca>; Ma, Tiffany J FIN:EX <Tiffany.Ma@gov.bc.ca>
Subject: RE: High Speed Rail

s.13,s.16,s.17

From: Crocker, Janet FIN:EX
Sent: January 21, 2019 3:26 PM
To: Mortimer, David JTT:EX <David.Mortimer@gov.bc.ca>
Cc: John, Rebecca FIN:EX <Rebecca.John@gov.bc.ca>
Subject: RE: High Speed Rail

Hello David,

We would need a submission that outlines the request as well as includes the following:

1. s.13,s.16,s.17

2.

3.

4.

Regards,

Janet Crocker, MPA, BAPC

Treasury Board Analyst

Treasury Board Staff

Ministry of Finance

Tel: 778-698-3396 | Mobile: 250-213-7234 | Fax: 250-356-7624

E-mail: Janet.Crocker@gov.bc.ca

This email and any files transmitted with it are confidential and intended solely for the use of the individual or entity to whom they are addressed. If you are not the intended addressee, you should not disseminate, distribute or copy this e-mail. Please notify the sender immediately by e-mail if you have received this e-mail by mistake and delete this e-mail from your system.

From: Mortimer, David JTT:EX

Sent: January 21, 2019 11:43 AM

To: Crocker, Janet FIN:EX <Janet.Crocker@gov.bc.ca>; John, Rebecca FIN:EX <Rebecca.John@gov.bc.ca>

Cc: Ma, Tiffany J FIN:EX <Tiffany.Ma@gov.bc.ca>

Subject: FW: High Speed Rail

Morning,

JTT has been advised that the PO will be making an announcement in early February on continued shared funding to Washington Stat for a feasibility study for High Speed Rail linking a centre in the lower mainland to a centre in Washington state and Portland.

The amount is 300,000, s.13,s.16,s.17

s.13,s.16,s.17

Thanks for your help.