

# CASCADIA HIGH SPEED RAIL

## Executive Summary



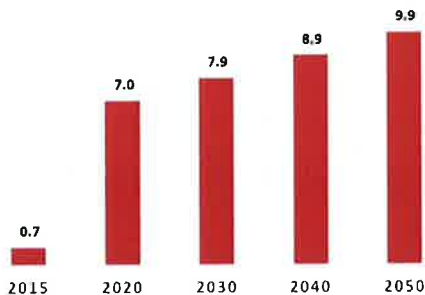
- The Pacific Northwest (PNW) Corridor offers a prime opportunity for implementing a world class High Speed Rail System.
- The central segment of the corridor is Seattle to Portland, which can be extended south from Portland to Eugene, and north from Seattle to Vancouver, BC. All three segments have “independent utility” and are each justifiable in their own right.
- The corridor is designated by the USDOT Federal Railroad Administration (FRA) as a High Speed Rail Corridor and is immediately available for USDOT funding.

Overall the Cascadia Business Plan Studies showed –

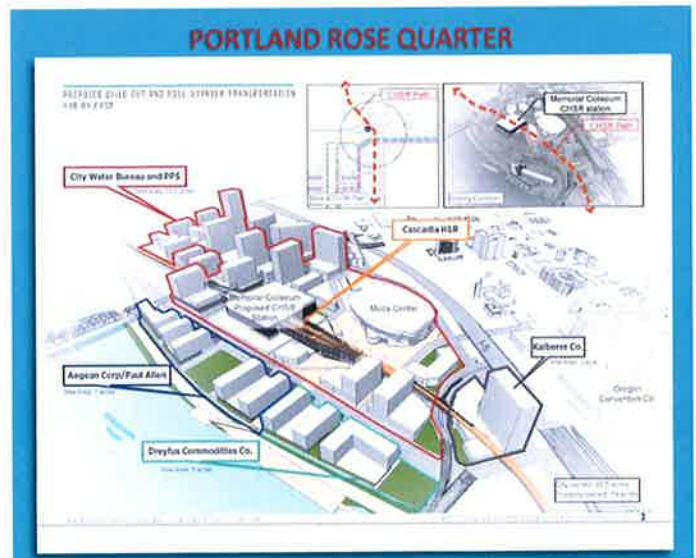
- The corridor will experience strong demographic growth, it is anticipated that regional travel will increase by nearly 50 percent by 2050.
- The train time would be half that of driving and a third of that of using Amtrak.
- It is estimated that a HSR system will capture 8 million passenger trips by 2030.
- It will also provide high speed parcel and air cargo delivery capability.
- It will support significant property development opportunities in urban areas along the corridor.

**Rail Ridership: Forecast by Year  
(million person trips)**

MILL PASSENGERS



*HSR can carry  
30-40 percent of  
the forecasted  
growth in  
regional travel  
demand.*









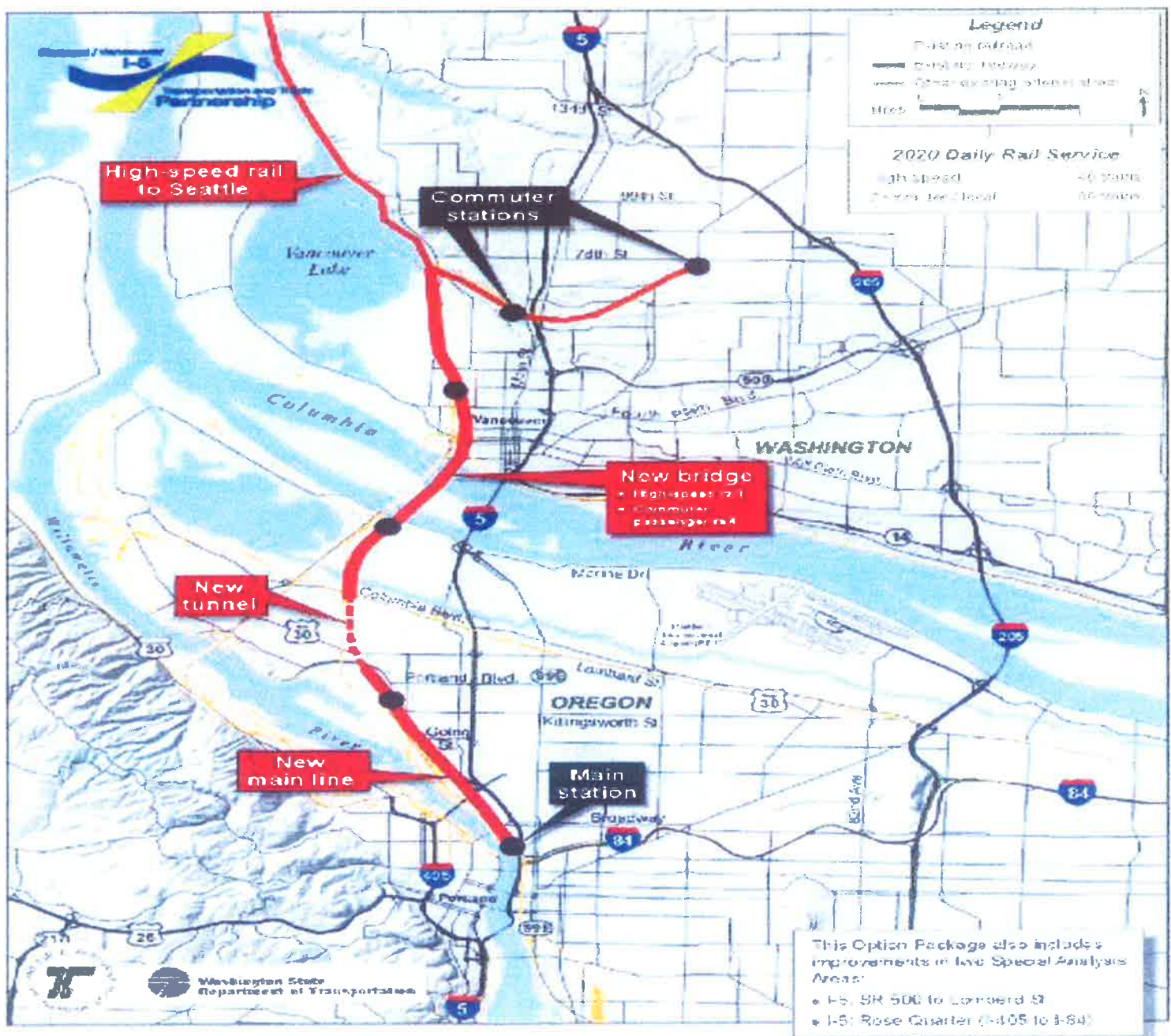
## Current Columbia River Crossing vs. CRC Option Package No. 4

(Current CRC Plan does not reduce congestion because the corridor will remain constricted)

1. The Option Package No. 4 with high speed and commuter rail was part of the I-5 Transportation and Trade Partnership Strategic Plan of 2002. It called for adding capacity over the Columbia River by supplementing existing I-5 bridges to ease impacts of bottlenecks on local travel and interstate commerce. This corridor alternative was submitted as part of the preliminary Environmental Impact Statement to the Federal Highway Administration and Department of Transportation in 2005.
2. Option #4 Bridge, located 1 mile west of I-5, can be built 150 ft above the Columbia River with high speed rail, commuter rail, freight rail and a top deck for cars and trucks (see: [cascadiahighspeedrail.org](http://cascadiahighspeedrail.org)). This new multi-modal bridge and corridor is guaranteed to reduce I-5 congestion by offering travel options, improve existing interchanges by not destroying existing infrastructure and increase job and business development opportunities without the need for tolls.
3. Option #4 was eliminated in 2006 when the Study Area for the CRC was arbitrarily reduced to exclude the existing freight rail corridor. Today both ODOT and WSDOT recognize the need for a new freight and passenger high speed rail bridge.
4. Because Option #4 Bridge and Corridor was submitted in the original EIS Studies and grew out of various past studies it could be resubmitted as a supplement to the current EIS Study with only a nine to eighteen month delay in the process.

### Option Package No. 4

*Commuter rail without corridor-wide freeway capacity increase*



## CASCADIA HIGH SPEED RAIL FACTS

Cascadia High Speed Rail, LLC is a private company based in Portland, Oregon. Since 2007, the company has developed a conceptual plan for two rail systems on a double track electrified corridor: Cascadia Inter-City Express (C-ICE) and Cascadia Commuter Express (C-CE). The 460 mile corridor connects communities in the Pacific Northwest between Vancouver B.C., Canada and Eugene, OR. CHSR will deliver the utmost efficiency, comfort, safety, economic growth and reduce carbon emissions. Many corridor options have been researched for the ultimate curvature alignment for speeds over 220 mph. The trains have a capacity of moving over 16,000 passengers per hour. CHSR, LLC will help create a public/private partnership that will supervise and facilitate the process of CHSR development.

### HIGH SPEED RAIL IS IMPORTANT

A growing number of countries such as Japan, China, Korea, France, Switzerland, Spain, Italy, Turkey, and Morocco have high speed rail because it makes environmental and economic sense. Since the 1990's, the Cascadia corridor has been identified by the U.S. Department of Transportation as one of the leading high speed rail opportunities. CHSR, LLC has completed a well vetted concept plan and demand model study which was submitted and recorded by the Federal Rail Administration. The following are proven benefits:

- Meeting future growth needs via fast, frequent and reliable rail travel.
- Reducing traffic congestion and greenhouse gas emissions.
- Removing passenger rail service from freight rail corridors to increase capacity for Burlington Northern Santa Fe and Union Pacific Railroads, creating almost limitless capacity on a new double track electrified CHSR corridor.
- Creating jobs and affordable housing via real estate development at the station stops.
- Increasing property and income tax revenue due to increased station hub development.
- Fast fare-based transportation systems, with real estate development potential, will incentivize private investment and ownership.
- Private investment could pay for 30% to 50% of CHSR project costs.
- Connectivity to other transportation systems such as transit, roadway, bikeway and pedestrian corridors.
- Travel to your destination in less than half the time, without stress or delays.
- Increases tourism and recreational opportunities.

### ECONOMIC BENEFITS OF CHSR

The area between Eugene, OR and Vancouver, B.C. has a population of 8.5 million people and will continue to attract millions more because of its natural beauty and progressive priorities. The Northwest's 460 mile I-5 corridor has the 30th largest economy in the world. Cascadia High Speed Rail is needed to guarantee greater health and richness for current residents as well as to accommodate the many thousands of people expected to move here in the future. Cascadia HSR will spur the revitalization of cities and towns by encouraging high density, mixed-use real estate development around the station and transportation hubs. CHSR links cities together into integrated regions that will stimulate the economy. Commuters with bikes, as an alternate to cars, will live healthier lifestyles. CHSR is extremely reliable, operates in challenging weather conditions, with its goal to relieve traffic congestion and to save travel time. Operating on schedule, every day without delay, especially during peak travel times is CHSR, LLC's top priority and in the public's best interest.

### CHSR ENVIRONMENTAL BENEFITS

We are experiencing unprecedented migration to the Pacific Northwest, resulting in longer, stressful motorized travel that raises pollution levels and diminishes our quality of life. CHSR will be electrically powered via renewal energy sources such as hydro, wind and solar. CHSR is an important component in the regional, national and international fight to reduce pollution and global warming levels. High-Speed Rail means fewer cars on the road and planes in the sky and will provide Oregon residents now and in the future with a clean, sustainable travel mode that will help reinforce improving overall community health and benefit the state for years to come.

## CASCADIA HIGH SPEED RAIL WILL BE BUILT

In Oregon, CHSR will primarily be built using the existing public rights-of-way along the I-5 corridor. In Washington state, CHSR will be within or close to the existing BNSF right-of-way.

### THE PHASES OF CHSR

An estimated 70,000 residents from SW Washington cross the I-5 Columbia River Bridge to the Portland Metro region every day. Phased rail corridor development will depend on public/private support. The following Phases may not occur according to phased numbers:

PHASE 1. The Cascadia Commuter Express (C-CE) between Portland, OR and Vancouver, WA will take only 6 minutes. This phase requires a new multi-modal bridge across the Columbia River and construction of new transportation hubs at the Rose Quarter, Vancouver's Amtrak Station and the 78th Lakeshore intersection. Phase 1 is estimated to cost \$1.5-\$1.6 billion.

PHASE 2. Connects Portland and Wilsonville in 13 minutes with stops at OMSI, PCC Sylvania, Barber/Taylor's Ferry Park and Ride, Tualatin/Bridgeport Park and Ride, and Wilsonville.

PHASE 3. Connects Wilsonville to Woodburn, Salem, Albany and Eugene in 37 minutes.

PHASE 4. Connects Vancouver, WA to Ridgefield, Woodland, Longview/Kelso, Centralia/Chehalis, Olympia/Lacy, Tacoma/Lakewood, SeaTac Airport and Seattle, WA in 75 minutes.

PHASE 5. Connects Seattle to Vancouver, B.C. with stops in Everett, Mt. Vernon, WA, Bellingham and Surrey in 60 minutes.

### CHSR ADVANCED TRANSPORTATION TECHNOLOGY

High speed rail is a proven safe technology that has existed in Japan since 1964 without a fatality or more than one minute delay per year. It is an experience that connects you to town center transportation hubs. The Hyperloop is an unproven form of transportation and will take decades to gain general public acceptance and prove its economic feasibility. The autonomous vehicle will require many more years of testing as it is designed for localized travel in major cities. It will be an isolated individual experience that is not proven to relieve congestion because it is not speed focused.

### SPEED AS A COMPETITIVE ADVANTAGE

Speed matters for most Americans, and they value their time. Speed just keeps gaining momentum (as a competitive advantage).

1. Slow costs more. Every minute we can take out of manufacturing time, travel time, stocking time, get-to-market time, and customer response time saves us money and makes us money.
2. Speed is the ultimate "customer turn on." Everyone is short of time. We hate delays, long lines and traffic. We prefer to get our on line purchases expeditiously. We love finding what we want and getting back to work (or play) fast. And we'll pay for speed.
3. Speed is the one advantage that the big competition can't duplicate easily. Most big companies are bureaucratic, dysfunctional, and self-absorbed. They don't listen, they are slow to change, and they kill momentum and initiative. We cannot afford to be stagnated by traditional ways of doing business and prevent the growth of high speed rail.

To be fast means to understand the current trends that warrant the need for high speed rail, then take advantage of the opportunity before it is obvious to everyone. It's important to execute quickly at every level and to anticipate the need for change before the market place decides "you just don't get it." Now is the time to move forward and make the future happen with high speed rail. Cascadia High Speed Rail, LLC believes that the future is now for "Speed Rails" in the Pacific Northwest.

CHSR makes economic and environmental sense, especially in Portland, where the culture is pedestrian bike friendly and uses mass transit. Connecting inner-city transportation systems to efficient inter-city high speed rail station hubs creates new opportunities for economic growth and provides tens of thousands of new jobs and mixed-income housing between Vancouver, B.C. and Eugene, OR