

# CASCADIA HIGH SPEED RAIL

## TIER 1 EIS STUDY: EXECUTIVE SUMMARY

**ULTRA HIGH  
SPEED RAIL  
250 MPH+**



### KEY HIGHLIGHTS

- The Portland and Seattle Cascadia High Speed Rail Corridor should be developed effectively for \$22.3 billion by largely paralleling the existing I-5 highway in Oregon and in Washington.
- Using a Public/Private Partnership (P3) financing structure, the private sector can pay up to 50 to 70 percent of the project capital costs and all its operating costs.
- The project would generate significant economic development in each of the cities and towns along the corridor creating over 400,000 person years of work, and \$15 billion in increased income in the CHSR corridor area by 2050.
- The CHSR's electrified power source will significantly reduce air pollution levels, help reduce climate change disasters and help meet local carbon reducing goals.

### COMPANY OVERVIEW

Cascadia High Speed Rail, LLC (CHSR) has developed a plan that is an advanced example of how ultra high-speed rail corridors can be designed. (See [cascadiahighspeedrail.com](http://cascadiahighspeedrail.com)) Our strategy for the Pacific Northwest is to resource funds for completing a Tier 2 EIS study, securing the corridor right-of-way and developing the corridor using the most advanced technologies and experts to bring bullet trains into the US.

### FINANCIAL AND ECONOMIC OVERVIEW

The financial and economic returns show:

- The system will have a very positive operating ratio of 3.86 and will need no financial subsidy after project completion.
- The project generates economic benefits of over twice its costs with a strong cost benefit ratio of 2.10.
- Station areas will be a catalyst for mixed use and affordable housing development. Will increase property, sales and income tax revenue.

### PRESENTED BY:



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## THE CHSR CENTRAL CORRIDOR

- The Pacific Northwest CHSR corridor offers a prime opportunity for implementing a world class luxury Ultra High-Speed Rail System that will carry 30-40 percent of the growth in regional transportation demand.



- The CHSR Corridor between Seattle and Portland, can be extended north to Vancouver, BC, and south to Eugene. All three segments have independent utility and are economically feasible in their own right.
- The corridor is designated by the USDOT Federal Railroad Administration (FRA) as one of the top HSR rail corridors in America and is rated as the fourth most important corridor for funding by USHSR.

## THE CHSR SYSTEM

The CHSR Tier 1 EIS Study shows that:

- The proposed Alternative 3 option would meet the USDOT FRA public/private partnership financial and economic benefit requirements making the system:
  - Eligible for Federal Funds.
  - Provides the ultimate 250-mph HSR service between Portland and Seattle with travel times under one hour servicing 22 trains per day.
  - A strong candidate for a public/private partnership (P3) that would allow the private sector to participate in the development and operation of the system.
  - A potential candidate for TIFIA Assistance through the Transportation Infrastructure Assistance Finance and Innovation Act (TIFIA) program.
  - Developable using largely new “greenfield” and “tunnel” routes between the major cities of Portland and Seattle. The system would provide a significant efficiency improvement for commuters, intercity passengers, and intercity express parcel service.
- CHSR would comfortably carry over 8 million passengers per year by 2030, or 30-40 percent of the growth in the regions intercity traffic. In addition, this will reduce highway congestion due to reduced auto and truck traffic.

## COMMUNITY BENEFITS

- The system would provide a strong boost to the economies of the towns and cities along the CHSR corridor and throughout the Northwest. In the first 25-years of the project the economy of the corridor could be increased by:
  - Over 400,000 person years of work in productivity along the corridor.
  - \$15.12 billion increase in household incomes.
  - Transit oriented development of \$11.3 billion around station sites along the corridor.
  - Federal income tax base increase of \$1.8 billion.
  - Property tax increase of \$2.8 billion.
- Ultra high-speed rail is a green technology using electric power from renewable localized sources, such as solar, wind and hydro power and not fossil fuel.

