

CASCADIA HIGH SPEED RAIL

TIER 1 EIS STUDY: EXECUTIVE SUMMARY

ULTRA HIGH

SPEED RAIL

250 MPH+



KEY HIGHLIGHTS

- The Portland to Seattle Cascadia HSR Corridor should be developed effectively for \$21.5 billion by largely paralleling the existing I-5 highway in Oregon and in Washington.
- Using Public/Private Partnership (P3) financing structure, the private sector can pay up to 50 to 70 percent of the projects 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 240-thousand person years of work, \$15 billion in increased income, and \$11.3 billion in property development.
- The project will be highly environmentally friendly, significantly reducing long distance air and auto emissions.

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. Our strategy for the Pacific Northwest CHSR corridor is to plan and build CHSR using private and public investment to fund pre-fabricated/gantry construction methods that are the fastest and most economical means of bringing the USA rail system into the 21st century.

FINANCIAL AND ECONOMIC OVERVIEW

The financial and economic returns show –

- The system will have a positive operating ratio of 3.86 and will need no subsidy.
- The project generates economic benefits of over twice its costs with a strong cost benefit ratio of 2.16.
- The private sector can contribute 50 to 70 percent of the projects capital costs.

PRESENTED BY:



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THE CHSR CENTRAL CORRIDOR

- The Pacific Northwest (PNW) 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 travel demand.



- From Seattle to Portland, which can be extended north from Seattle to Vancouver, BC, and south from Portland to Eugene. All three segments have independent utility and are each justifiable in their own right.
- The corridor is designed by the USDOT Federal Railroad Administration (FRA) as a High Speed Rail Corridor and is one of the top high-speed rail corridors in America.

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.
 - Providing "High-Speed" 220-250-mph service from Portland to Seattle with travel times under one hour and a service of 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 increase in capacity for both intercity passenger travel and intercity express parcel traffic, taking autos and trucks off Interstate 5.
- The system would carry in comfort 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 Interstate 5 corridor and the overall region. Over the 25-year life of the project the economy of the corridor could be increased by:
 - 250,000 person years of work in direct jobs and productivity jobs 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 expansion of \$1.8 billion.
 - Property tax expansion of \$2.8 billion.
- Ultra high-speed rail is a green technology using electric power and reducing the regional requirement for hydrocarbon fuels.

