

# **Ultra High Speed Ground Transportation (Cascadia High Speed Rail)**

**Portland to Eugene in 60 Minutes**



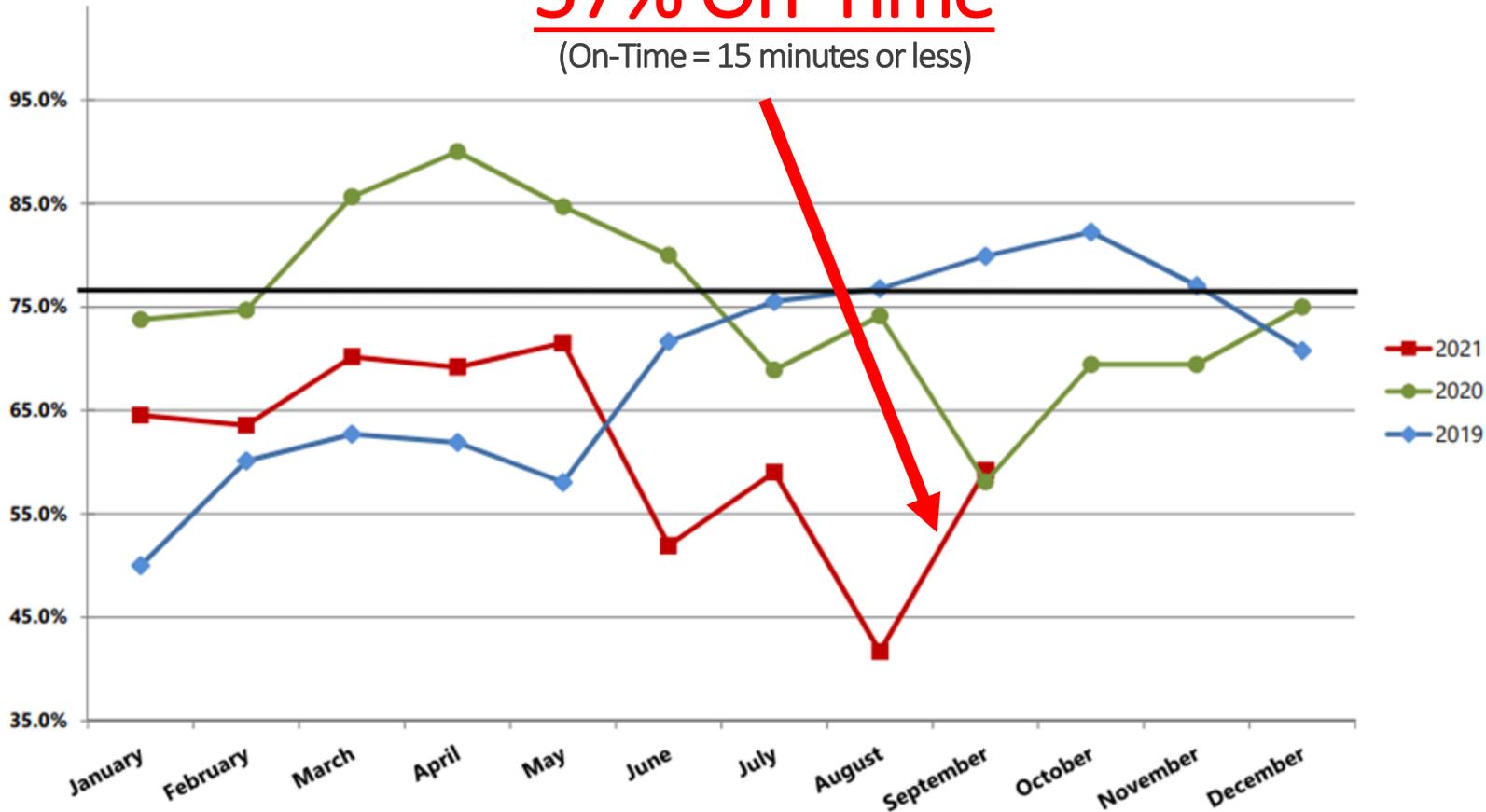
**Keith Wilson**

**Executive Committee Member, U.S High Speed Rail Coalition, Washington, DC**

**President & CEO, TITAN Freight Systems, Portland, OR**

# Eugene – Portland Corridor On-Time Performance

**57% On-Time**  
(On-Time = 15 minutes or less)



❖ Amtrak Cascades is the ***WORST***-performing route in the nation

❖ 34% reduction in on-time performance from 2013 to 2021

❖ 25% increase in freight train length over 10 years

- From 2008 to 2017, freight train length increased from 6,000' to 7,500'
- Length expected to grow

ODOT's contract with Amtrak states Amtrak will strive to achieve an OTP of 80% on a quarterly basis. The southbound evening train out of Portland (coming from Seattle) is considered on-time if it arrives within 15 minutes of its scheduled time. All other Amtrak Cascades trains are considered on-time if they arrive within 10 minutes of their scheduled arrival.

❖ Congestion – **WORST** in North America

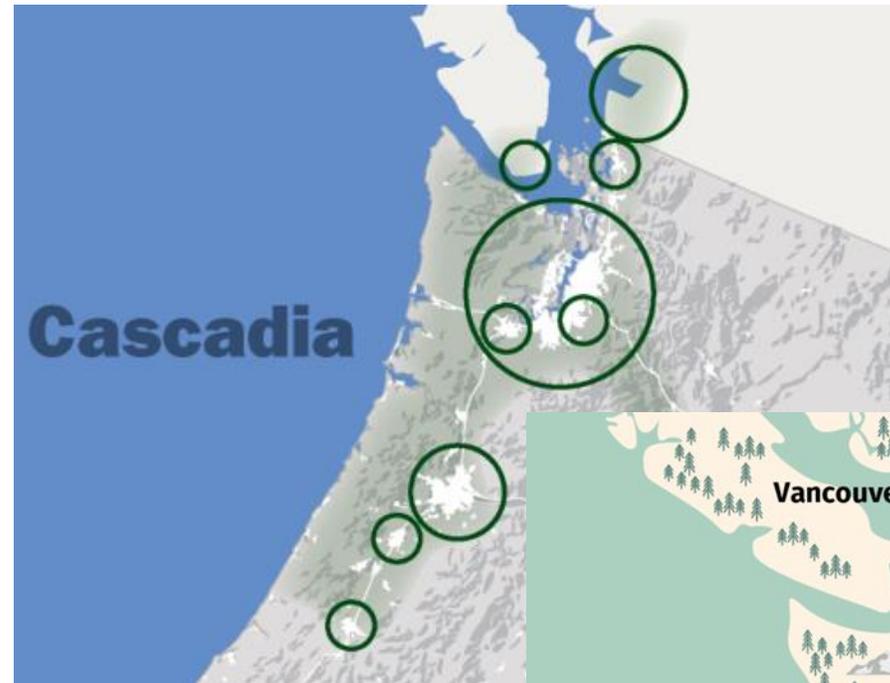
- Vancouver, BC – 4<sup>th</sup>
- Seattle – 6<sup>th</sup>
- Portland – 10<sup>th</sup>

❖ Home to 9.1 million people

- 30% Growth (2000 to 2020)
- 30% Estimated Growth 2020 to 2040

❖ \$662 billion GDP

- 25th largest economy in the world
- Larger than Switzerland

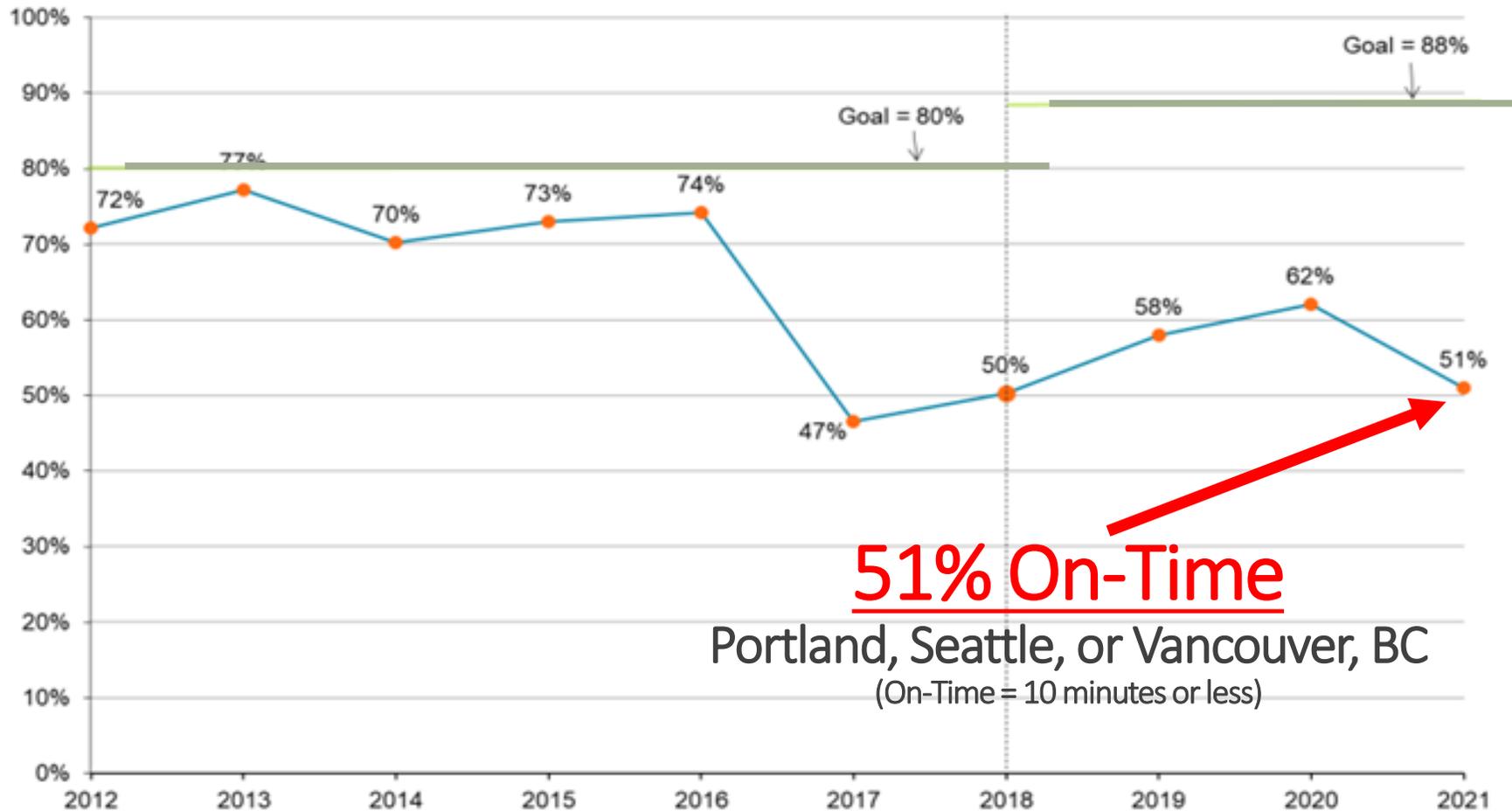


# The Cascadia MegaRegion

## Our new “Main Street”

# 10-Year On-Time Performance – 2012-2021

## Washington-supported trains only

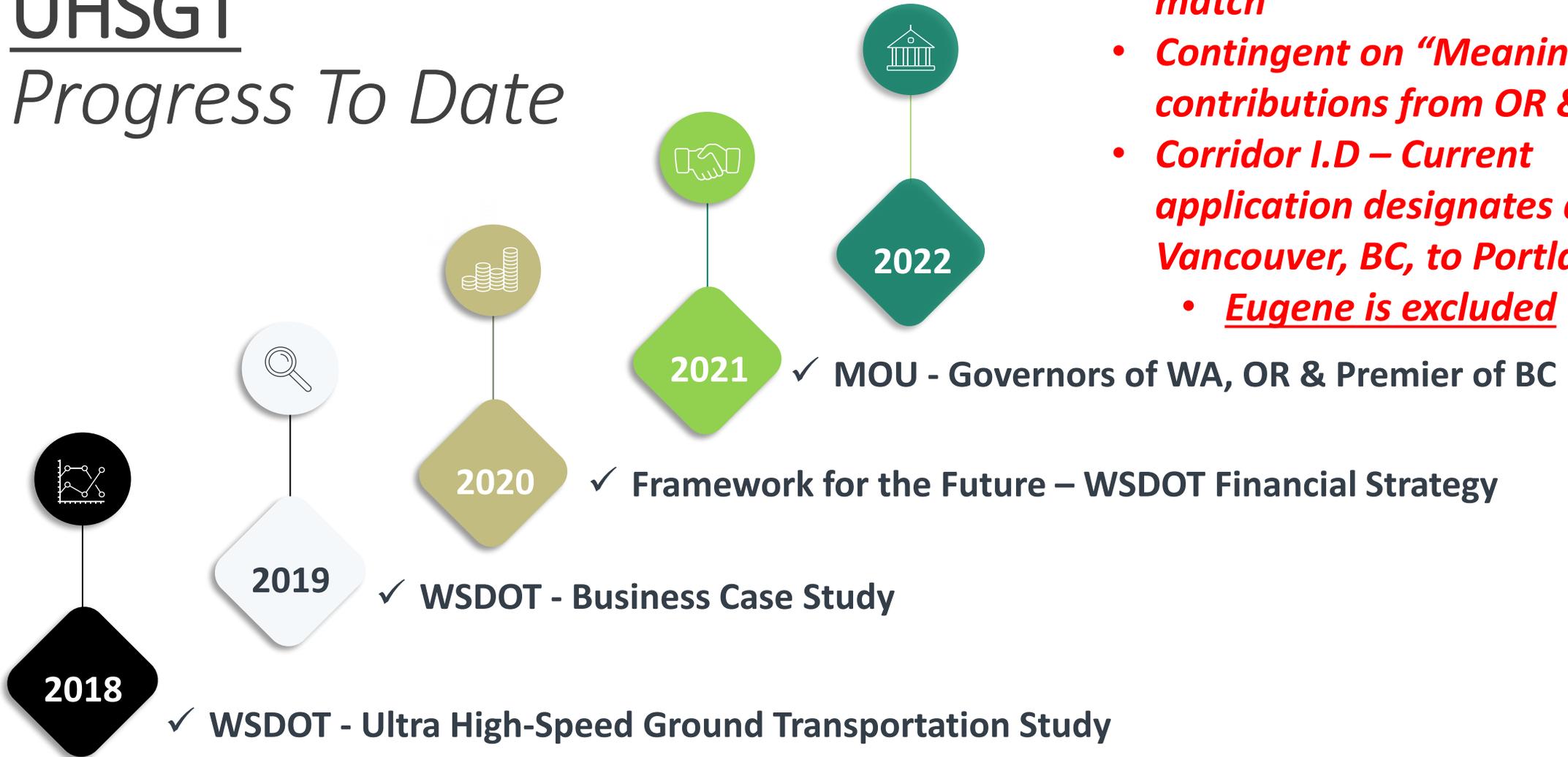


**51% On-Time**

Portland, Seattle, or Vancouver, BC  
(On-Time = 10 minutes or less)

The Service Outcome Agreement counts a train as on-time if it arrives at Portland, Seattle, or Vancouver B.C. within 10 minutes or less of the published arrival time. Per the Service Outcome Agreement between Amtrak, BNSF, and WSDOT that took effect in January 2018, the on-time performance goal was raised from 80% to 88%. Between 2012 and 2016, annual on-time performance was relatively stable and ranged between 70% and 77%. It dropped to 47% in 2017, gradually bounced back to 62% percent in 2020, then dropped to 51% in 2021.

# Washington Legislature UHS GT *Progress To Date*



## ✓ **Legislature Allocates \$150M**

- *Contingent on \$600M FSP match*
- *Contingent on “Meaningful” contributions from OR & BC*
- *Corridor I.D – Current application designates as Vancouver, BC, to Portland*
  - *Eugene is excluded*

# UHSGT Benefits

Speeds up to 250 MPH

- Portland to Seattle in 60 minutes

32,000 passengers per hour

- Equivalent of a six-lane highway but at 4x the speed

\$355 billion in economic activity

- Distributed throughout the entire region

All-Electric

- Offsets 6 million metric tons of CO2 emissions

\$24-42 billion to build

- One-third cost of adding one lane of highway on I-5 (\$108B)

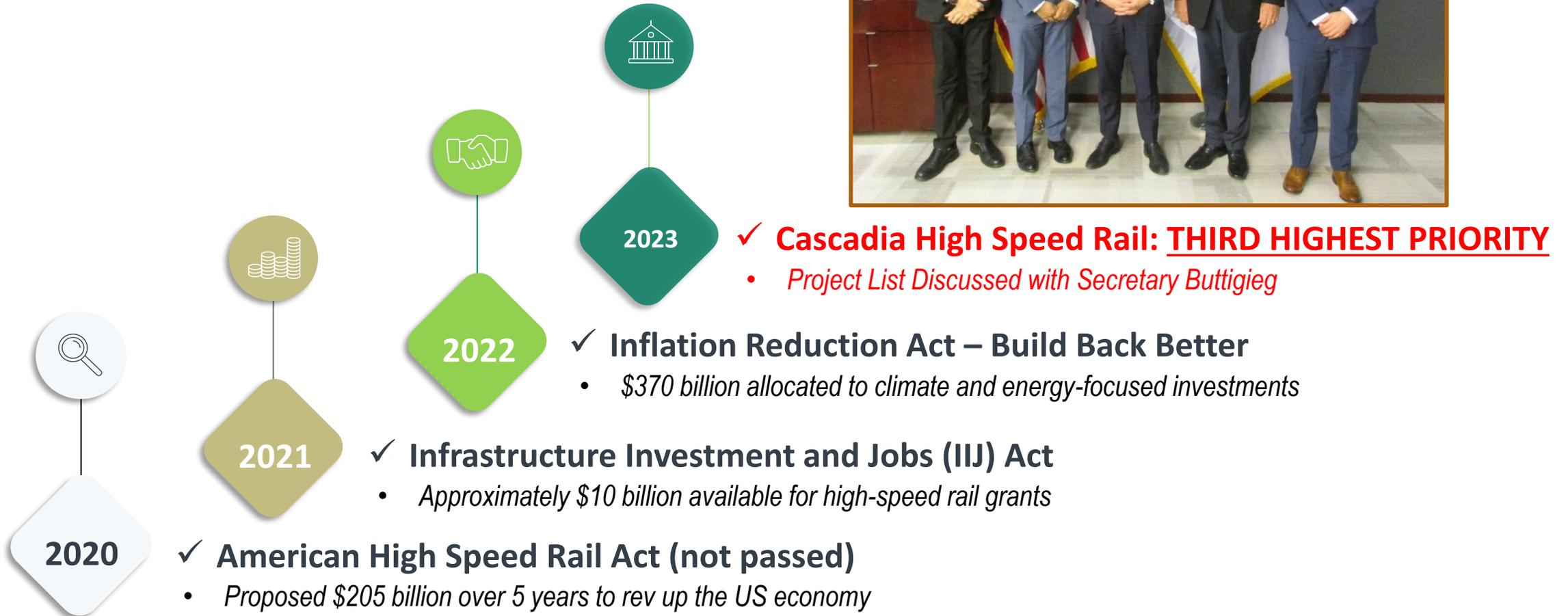
Eugene Excluded

- **“High construction costs & light ridership, the costs outweigh the benefits”**

Travel Times by Mode



# Federal High-Speed Rail *Progress To Date*



# Oregon Cascadia High Speed Rail

*A Bill for an Act:  
HB2691*

## Goals:

1. Funding for Oregon's portion of the UHSGT **must include** the route from **Portland to Eugene**.
2. Allocate \$XM (\$1M placeholder amount) of state appropriations provided solely for Federal State Program grant opportunities.
  - A. FSP 4:1 match = \$7M per year or \$35M for 5 years
  - B. FSP 9:1 match = \$3.5M per year or \$17.5M per year
3. Oregon portion of the Cascadia corridor rail planning to **include:**
  - A. An entire all-electric network providing a one-seat ride from Vancouver, BC, to Eugene;
  - B. Higher speed (**125 mph**) rail along the **dedicated** Portland to Eugene corridor;
  - C. Intermediate stops in Salem and Albany;
  - D. Trip time not to exceed two hours; and
  - E. Minimum on-time of 95 percent.

# THIS IS THE SILVER BULLET!



# Strong Support for Cascadia High Speed Rail



*“If I could count on the train trip being under two hours and on-time from Eugene to Portland, I would never fly that route or drive on I-5 again.”*

**Congressman  
Peter DeFazio,  
U.S. House of Representatives  
Transportation Committee  
Chairman**

